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# UNITED STATES



Longitude West from Greenwich

Longitude West 2 1/2 from Washington





THE  
COLUMBIAN TRAVELLER,

AND

STATISTICAL REGISTER.

PRINCIPALLY RELATING

TO THE

UNITED STATES.

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NOVEMBER, 1833.

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BY JOHN HAYWARD.

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# A VIEW OF THE UNITED STATES.

## THE UNITED STATES.

THE discovery of the Cape of Good Hope in 1487 gave to the navigators of that age a great impulse for adventure. Christopher Columbus, a native of Genoa, a skillful navigator, and a man of bold and original genius, under the patronage of Isabella queen of Spain, departed from Palos on the 3d of August, 1492, on a voyage of discovery, in the hope of finding a western passage to the East Indies. He discovered the Bahama Islands, and landed on one of them, which he called St. Salvador, on the 12th of October in the same year. When the success of Columbus was known in Europe, the king of England dispatched two natives of Venice, John and Sebastian Cabot, father and son, on a voyage of discovery. They arrived in Newfoundland in June, 1497, proceeding thence they discovered the continent of America, and traversed its coast from the 57 deg. north latitude to Florida. On the discoveries made by the Cabots, the English founded their claim to the eastern part of North America.

America derived its name from Amerigo Vesputius, a Florentine, who, with an adventurer from Portugal, in 1499 visited the continent at Paria in the 5th degree of north latitude, and published on his return, an account of his voyage, and a description of the country. The first, but unsuccessful attempt to plant a colony within the limits of the United States, was made in 1502, in some part of South Carolina, by an illustrious Frenchman, Jasper Coligni, for the purpose of securing an asylum for the protestants from the persecution of the catholics in France. In 1501 several navigators from France came to fish on the banks of Newfoundland.

In 1524 a Florentine, in the employment of France, visited this continent, and it is supposed that he entered the harbor of New-York. For many years following the coast of North America was visited by Europeans for the purpose of fishing, and trading with the natives, but not for settlement. In 1540 the French made an unsuccessful attempt to plant a colony in Canada. The gallant Sir Walter Raleigh made several unsuccessful attempts to plant a colony in Carolina, in 1581 and the three following years. His maiden queen Elizabeth called this country Virginia. The first direct voyage from Europe to New England was made by Bartholomew Gosnold in 1602. He gave the name to Cape Cod, and erected a fort on an island in Buzzard's bay, the ruins of which were lately visible.

In 1603 and 1605 Penobscot and Massachusetts Bays were explored, and the rivers on that coast discovered. In 1606, King James divided the country of Virginia, then considered as extending from the southern boundary of Carolina to the northern boundary of Maine, into two districts,—North and South Virginia; the former he granted, by letters patent, to Thomas Hanham and his associates under the style of the Plymouth Company; the other he granted to Sir Thomas Gates and his associates, under the style of the London Company. The members of these companies were principally merchants, whose objects were trade with the natives and the discovery of the precious metals. Before the date of these letters patent the king of France had granted to Sieur De Monts all the territory from New Jersey to Nova Scotia, then called Acadia. In 1604 the French made a settlement on the Bay of Fundy and called it Port Royal; and in 1608 they founded Quebec, the capital of Canada. Colonies being planted in many parts of the United States by people of various nations of Europe, the English, either by the right of prior discovery, or by the sword obtained jurisdiction over them all as early as 1661. Although these colonies from the time of their settlement to the treaty of Aix La Chapelle in 1748 were much annoyed by their French neighbours and the Indians, still they grew very rapidly and added much to the wealth and power of the British nation. Their settlements extended along the whole of their coast, but not far into the wilderness.

The settlements of the French reached from the mouth of the river St. Lawrence to Montreal. They had erected forts and trading houses on Lake Ontario, had planted New Orleans at the south, had discovered the river Mississippi, and claimed the territory on its borders with its tributary streams and its delightful valleys.

The efforts of the French to connect their northern and southern possessions by a line of forts along the lakes, the Ohio, and down the Mississippi, produced the war of 1751 which terminated in the capture of Quebec by the English, September 13, 1759; the possession of all the Canadian posts in 1760, and a cession by France to England of all the northern settlements belonging to the former in America, by a treaty of peace made at Paris, February 10, 1763. This war cost Great Britain and her American colonies much blood and treasure. Whilst the British looked down on the colonists with a spirit of pride and domination, the colonists, with the bold spirit of the New England fathers, counted their own resources, and learnt lessons of liberty.

In 1761 Great Britain commenced a series of measures for taxing her American colonies, without allowing them the right of representation in Parliament. The colonies opposed those measures with great firmness and eloquence, at the same time not abandoning their loyalty, until 1775, when, finding their country invaded by British troops, and forbearance no longer a virtue, they flew to arms, trusting in God and their own resources. The skirmish at Lexington on the 19th of April 1775, and the battle of Bunker Hill on the 17th of June following, told a story worthy of freemen. As early as September 5, 1774 a continental congress was held at Philadelphia. All the 13 colonies attended by their delegates, excepting Georgia. Peyton Randolph was chosen president, Charles Thompson, secretary.

This congress met again in May 1775 at the same place, when John Hancock of Boston, the proscribed patriot, was chosen president. On the 15th of June following this Congress elected George Washington, a delegate from Virginia, commander in chief of the American forces.

Soon after this, most of the colonies established governments of their own, acknowledging no source of power but the people, and expressed, by their delegates to the continental congress, their wish to be considered sovereign and independent states. On the 7th of June, 1776, a resolution to that effect was proposed to that body by Richard Henry Lee of Virginia, and seconded by John Adams of Massachusetts. A committee composed of Jefferson, Adams, Franklin, Sherman, and Livingston, was appointed to draft it; and on the 4th of July, 1776, the memorable Declaration of Independence was adopted by a band of patriots and heroes, the last survivor of whom was Charles Carroll, of Carrollton, who died Nov. 14, 1832.

The 13 states, united by ardent patriotism, courageously encountered the horrors and sufferings of a seven years' war, and under the guidance of the intrepid Washington, were rewarded with triumphant success. In 1782 the British made overtures of peace, hostilities ceased; and on the 3rd of September 1783 a treaty of peace was concluded at Paris by John Adams, Benjamin Franklin and Henry Laurens.

In 1787 a convention of most of the states met at Philadelphia to revise their old articles of confederation, and form a constitution better adapted to their present condition. A constitution was formed, which was afterwards sanctioned by the people of the several states, and which, with some amendments, is now in force.

This constitution connects the states more closely together by establishing a general and supreme government, composed of a legislative, an executive, and a judicial department. The first consists of a senate and house of representatives, and is styled the congress. The members of the house are chosen by the people, and hold their office two years. They are apportioned among the states according to the number of inhabitants, as ascertained every tenth year, deducting two fifths of the slaves. The ratio as established under the census of 1830, is one for every 47,700.

The senators are the representatives of the states in their sovereign capacity and are chosen for six years by the state legislatures, each choosing two. The executive power is vested in a president appointed by electors, of whom each state appoints a number equal to its representatives in congress, and also two more in such manner as the legislature may direct. The president is elected for four years: he is commander in chief of the land and naval forces; he nominates to the senate all officers of the general government; and with the advice and consent

of that body, ratifies treaties. A vice president is chosen in the same manner and for the same term, to perform all the duties of president when that office is vacant by death, resignation or removal. The vice president is ex-officio president of the senate. The judicial power of the United States is vested in a Supreme Court, and such inferior courts as congress may establish: It extends to all cases arising under the constitution, the laws of congress, and treaties of the United States; to all cases of admiralty and maritime jurisdiction, to all controversies between citizens of different states, and between foreigners and citizens of the United States. The Judges hold their offices during good behaviour. Neither this constitution, nor a history of the revolutionary war can be given here; they are a part of the records of immortal fame; and, next to the book of inspiration should be owned and understood by every child of America.

The government under its new organization commenced operations at New-York on the 4th of March 1789. The electors unanimously chose as their president, "the MAN first in war, first in peace, and first in the hearts of his countrymen."

The commercial treaty made with Great Britain by John Jay of New-York in 1794; advocated by the Hamiltons and Ames of that day, and sanctioned by Washington, laid the corner stone of American commercial prosperity.

With the exception of the bloodless insurrection of Shays in Massachusetts in 1786, and that in Pennsylvania in 1794, the momentary war with the French Directory in 1798, memorable more for its standing army and direct taxes than for any military achievements; the collision with the Barbary states in 1804 and 5, in which Decatur, Eaton and others, gained unfading laurels; and of those wars with the natives, the fee simple proprietors of the soil, who still inhabit its distant borders; the United States enjoyed, for a series of years, unexampled peace, prosperity and happiness.

In 1807 the British nation had become as much the tyrant of the ocean as Napoleon had of the continent of Europe. American commerce was disturbed in every sea. On the 22nd of December 1807, the government of the United States commenced a system of embargo and non-intercourse laws, of the wisdom of which some wise men have doubted. The two champions in Europe continuing at war, our gallant seamen impressed, our coasts invaded, and our commerce with foreign nations almost annihilated, the government of the United States remonstrated with the French and English cabinets, and after much vain negotiation, war was declared against Great Britain on the 18th of June 1812. This war, although of doubtful expediency, resulted in relieving the British nation of all doubt in regard to American naval prowess. Peace was concluded at Ghent on the 24th of December 1814, and ratified by the United States on the 17th of February following.

Besides the territory of the British colonies, acquired by the United States, in their conflict for independence, much has been added to their dominions by the purchase of the Louisiana territory of France, in April 1803; by the cession of the Floridas by Spain in 1819, and by various treaties, compromises and battles with different tribes of Indians, at different periods.

The immense Territory of the United States is bounded as follows: viz. E. and S. E. by the Atlantic ocean; S. by the Gulf of Mexico; S. W. by the Mexican States; W. by the Pacific ocean, and N. by the Russian and British territories in North America. This extensive region has the following limits: commencing on Passamaquoddy bay, at the mouth of the St. Croix River, and thence along the Atlantic ocean to Florida point, 1800 miles; thence along the Gulf of Mexico to the mouth of the Sabine river, 1100 miles; from the mouth of the Sabine, in common with the Mexican States to the Pacific ocean, 2300 miles; along the Pacific ocean from Lat. 42° to about 49° N. 500 miles; due E. from the Pacific ocean on Lat. 49° N. on the Russian territories to the Rocky or Chippewan mountains, 600 miles; thence in common with British North America, to the mouth of the St. Croix, 3000 miles; having an entire outline of 9,300 miles.

## MAINE.

The District of Maine, so called, until it became an independent state in 1820, had been connected with Massachusetts in all its political and social relations. The celebrated John Smith made an unsuccessful attempt to settle this country in 1614. The first permanent lodgement of the whites in this state was made from the Plymouth colony at York, in 1630. Emigration to this state has been more slow than to those of a milder climate; yet perhaps there is no state in the union, that promises more independence from its own natural strength and resources than Maine. Its first settlers were a race of men with good minds, stout hearts and strong arms; by them and their sons the stately forests were converted into an article of commerce, of immense value; thus preparing large portions of the soil for its ultimate staples,—wheat, beef, and wool. The St. Croix, Sheepscot, Androscoggin, Saco and other rivers, with the noble Penobscot and Kennebec, flowing into the sea on her extensive coast, meeting at their mouths many delightful bays, with islands of romantic beauty, where good harbours abound; together with her fine ships, and hardy sailors, give to Maine peculiar advantages for navigation and the fisheries. Portland is the most important mart of trade in this state, and has a fine harbour near the sea. Augusta, at the head of sloop navigation on the Kennebec, 45 miles from its mouth, in lat. 44° 17' N. and lon. 69° 50' W. is a beautiful town, and is now become the capital of the state.

The bank capital of this state is \$2,170,000. In 1826 there were 138,000 children in Maine, between 4 and 21 years of age, of which about 102,000 attended school. The annual expenditure is about \$138,000. Every town within the state is obliged by law to raise annually, a sum equivalent at least to 40 cents from each person within the town, for the support of common schools. Large tracts of very excellent land in this state, and many beautiful islands in the bays on its coast, are for sale on favourable terms to purchasers.

This State is bounded north west, and north by Lower Canada; east by New Brunswick; south by the Atlantic ocean; and west by New Hampshire. Situated between 43° 5' and 48° 3' North Lat. and 70° 55' and 66° 47' East Longitude. Cape Elizabeth Light, Lat. 43° 33' N. and Lon: 70° 11' W.

## NEW-HAMPSHIRE.

This State was first peopled by Europeans, by virtue of a grant from the Plymouth Company to John Mason and Ferdinando Gorges, in 1622. Their first locations were at Little Harbour, on the west side of Piscataqua river, and at Cocheco, now Dover. In 1631 the first house was built at Portsmouth. In 1638 Exeter was settled. In 1641 the first settlers formed a coalition with Massachusetts, and remained connected with that colony until 1679. In 1719 about 100 families from the north of Ireland settled at Londonderry: They introduced the foot spinning wheel, the manufacture of linen, and the culture of potatoes. In 1776 this colony led the van in forming a constitution of her own, founded on the free suffrages of the people. New-Hampshire is more mountainous than any of her sister states, yet she boasts of large quantities of luxuriant interval. Her high lands produce food for cattle of peculiar sweetness; and no where can be found the necessities, conveniences, and luxuries of life, united, in greater abundance: cattle and wool are its principal staples. This state may be said to be the mother of New-England rivers. The Connecticut, Merrimac, Saco, Androscoggin and Piscataqua receive the most of their waters from the high lands of New-Hampshire: whilst the former washes the western boundary of the state nearly 170 miles, the latter pierces its centre, and at its mouth forms the beautiful harbour of Portsmouth, a depot of the American navy.

These majestic rivers with their tributary streams afford this state an immense water power, of which manufacturers, with large capitals, avail themselves. This state suffered much during the French and Indian wars and did much in the cause of independence. From her cloud capped White Mountains, (the highest summit of which is Mount Washington, the loftest elevation in the United States, 6234 feet above the level of the sea,) or her majestic Monadnock, a vast and diversified landscape can be seen.

Bank capital, \$2,103,665 This state raises annually \$30,000 for the support of common schools, and has a literary fund of a considerable amount derived from a tax on bank capital.

This state is bounded north by Lower Canada, east by Maine, south east by the Atlantic ocean and Massachusetts, south by Massachusetts, and west and north west by Vermont. Situated between 42° 42' and 45° 14' North Lat. and 72° 27' and 70° 35' W. Lon. Portsmouth Light, Lat. 43° 4' N. Lon: 70° 46' W.

Connecticut river rises on the border of Lower Canada, in lat. 45:10 N. and meets the ocean in lat. 41: 16. This river is boatable above Hartford 200 miles. It passes through a basin of about 12,600 square miles of fine alluvial land, and is spotted on each side with towns and villages of superior beauty.

## VERMONT.

The territory of this state was originally claimed by Massachusetts, and afterwards both by New Hampshire and New York. In 1777 the people inhabiting this territory declared themselves independent, and formed a government of their own. Although this fourteenth state was not admitted into the union until after the revolutionary contest was over, yet she vigorously resisted British oppression. Bennington, its oldest town, was chartered by Benning Wentworth, Governor of New Hampshire, in 1749. A range of mountains covered with spruce, hemlock and other evergreens divides this state nearly in its centre; hence its name; and hence the epithet "Green Mountain Boys," celebrated for their bravery in the war of independence.

From these mountains many rivers take their rise; the most important are, Otter Creek, Onion, La Moelle and Michiscoui, which empty into Lake Champlain, on the west; and West, White and Passumpsic, which pass to the Connecticut on the east. This state is very fertile and produces all sorts of grain in great abundance. Cattle of various kinds are raised here with great facility. Wool is becoming an important staple in this state. Manufactures flourish on many of the delightful streams of Vermont, and its hills produce marble of superior excellence. The scenery of this state is very romantic and beautiful; the air is pure and healthful; the people industrious, intelligent, hospitable. A trip to Middlebury, from any point of the compass, is exceedingly agreeable. The trade of this state on the west passes to New-York by Lake Champlain, the northern canal and Hudson river; that on the east to Connecticut river. Some of the trade of this state reaches Boston 110 miles S. E. of Windsor, and 210 miles S. E. of Burlington, on Lake Champlain: some also reaches Montreal 100 miles N. of Burlington. Freight from Burlington to New-York, 291 miles, \$5 per ton.

The state is bounded north by Lower Canada, E. by Connecticut river, south by Massachusetts, and W. by New-York. Situated between 42° 41' and 45° North Lat. and 73° 16' and 71° 20' W. Longitude.

A rail-way from Boston to lake Ontario is in contemplation. An enterprize of this kind, well worthy the consideration of the intelligent citizens and capitalists of Massachusetts, New-Hampshire and Vermont, will greatly benefit those states, and make Boston a powerful competitor with New-York, for a large portion of the immense northern and western trade.

Vermont has 13 banks, whose aggregate capital is about a million of dollars. About \$100,000 is annually raised in this state for the support of common schools. Vermont has a literary fund of about \$25,000.

## MASSACHUSETTS.

This state, the parent of all of the New England colonies, was first permanently settled by Europeans at Plymouth on the 23d of December, 1620, by a sturdy band of 101 independents, the persecuted subjects of king James the first of England. Another colony, under the style of the Massachusetts Bay colony, was planted at Salem, in 1628. These colonies remained separate till 1636, when both colonies were deprived of their charters. In 1692 they were united into one colony under a new charter.

The country, now the New-England states, was formerly called North Virginia, but owing to the favorable representations of it made by the celebrated John Smith, who visited Massachusetts bay in 1614, it has ever since, in compliment to its luxuriance and beauty, borne its present name.

During the Indian and French wars, Massachusetts expended much blood and treasure—on her soil the first spark of American independence was lighted, and her arm was the strongest in the combat for its achievement. This state has about 40 millions of dollars invested in manufacturing stock; more than 20 millions of dollars in bank capital, and about 8 millions in insurance stock. A great variety and amount of manufactured articles are exported from this state; also fish, whale-oil, lumber, beef, pork and other productions of the sea and soil. Her literary, religious and charitable institutions are the pride of Massachusetts. Within a few years Boston alone has expended nearly two millions of dollars for objects of that character, exclusive of an annual expenditure of about \$200,000 for the support of public and private schools.

At present Massachusetts has no school fund, but from the wisdom of her legislature no doubt can be entertained that one will soon be established from the sums lately received and still due from the national treasury.

Although Massachusetts cannot boast of her navigable rivers, canals and railways to facilitate the commerce of her capital; yet she can boast of the most beautiful bay on the map of the western world; of her noble streams for water power; of her luxuriant vales, of her granite hills, of her ships, and the material for building them; and of her gallant sailors who traverse every sea, and who well understand the uses of the hook, harpoon and cannon.

This state is bounded north by Vermont and New-Hampshire; east by the Atlantic ocean; south by Rhode Island and Connecticut, and west by New-York. Situated between 41° 31' and 42° 53' North Lat. and 73° 17' and 69° 48' W. Lon. Cape Cod Light House is in N. Lat. 42° 6' and W. Lon. 70° 7'.

## RHODE-ISLAND.

The Father of this state was Roger Williams, a man remarkable for his benevolence, justice, and pacific policy. He was banished from the Plymouth colony for avowing the doctrine of the equal toleration of all religious sects in the same political community. He purchased lands of the Indians at Moosehaucic, where, in 1636, with his followers he laid out a plantation, and which place, in grateful acknowledgment of the kindness of heaven, he called Providence.

In 1638, William Coddington and others followed Williams and settled the island of Rhode-Island. By the wise policy of Williams towards the Indians, and his respect to all sects of religion, this colony was rendered exceeding prosperous.

This smallest state in the union possesses great advantages for commerce and manufactures, and the enterprize of its citizens leads them to neglect neither. There is perhaps no place in the world where Tritons and spinning jennies strive so harmoniously for victory.

Rhode Island is celebrated for its mild and salubrious climate, which is thought peculiarly favorable to female beauty.

This state has a bank capital of upwards of 6 millions, and pays annually \$10,000 for the maintenance of free schools. It is worthy of remark that this is the only state in the union which is without a written constitution. Its government is founded on the charter of Charles 2d in 1663.

This state is bounded north and east by Massachusetts, south by the Atlantic ocean, west by Connecticut. Situated between 41° 18' and 42° 1' N. Lat. and 71° 48' and 71° 1' W. Lon. Newport is one of the best harbours in the world, in Lat. 41° 29' N. and Lon. 71° 18' W. Pt. Judith Light, L. 41° 24' N. Lon. 71° 37' W.

## CONNECTICUT.

The Plymouth Company in England granted this territory to the Earl of Warwick in 1630, who, in the following year, assigned it to Viscount Say and Seal, and Lord Brook, but it was first settled by the whites at Windsor, by a party from the Plymouth colony, in 1630. Hartford and Weathersfield were settled by parties from Dorchester, Cambridge, and Watertown, Massachusetts, in 1635 and 1636.

The Dutch claiming this country, as belonging to the New Netherlands, it was a subject of strife between them and the English until 1650, when a treaty of amity and partition was made. In 1638 a party from England planted a colony at New-Haven, which remained unconnected with that on Connecticut river until 1665, when they were united. Blessed with a salubrious climate and a fertile country of hill and dale, the people of this state probably enjoy as much happiness as is allotted to any part of the human family. Her population is always full, and although her domain is not extensive, no Atlantic state has sent so many of her children, or so large a share of intellectual wealth to the western country, as Connecticut.

If the love of liberty, literature and the arts, of social feeling and moral worth has an asylum on earth, Connecticut may boast that it is to be found within her bosom.

Connecticut has a bank capital of about 5½ millions of dollars, and is rich in the productions of her soil and industry, which find their way down her lovely rivers, to her commodious harbors; but her best capital is her School Fund, which amounts to nearly 2 millions, affording instruction to about 90,000 children annually.

This state is bounded north by Massachusetts; east by Rhode-Island; south by Long Island sound, and west by New-York. Situated between 40° 58' and 42° 1' N. Lat. and 72° 37' and 71° 43' W. Lon. Montauk light house, at the east end of Long Island, is in Lat. 41° 4' N. and Lon. 71° 49' W.

## NEW-YORK.

Henry Hudson, an Englishman, sailing in the Dutch service, discovered Long Island, the harbour of New-York, and the noble river that bears his name, in the year 1609. The Dutch built Fort Orange, at Albany, and commenced a settlement on Manhattan Island in 1613. The Dutch claimed all the country between the Connecticut and Delaware rivers and called it New-Netherlands. The English had always contested the right of the Dutch to this territory, and in 1664, Charles II. of England having granted to the Duke of York and Albany all the country between Nova Scotia and Delaware bay, the New Netherlands came into the possession of the English. Fort Orange was then called Albany, and Manhattan, or New-Amsterdam, New-York. New-York stands unrivalled by any of her sister states in the union of those things which constitute the prosperity of a people. Her central situation, her excellent climate, her fertile and extensive territory, her navigable rivers, her inland seas, her mighty cataracts and never failing streams; together with the proximity of her chiefcity to the ocean, all afford her the greatest advantages in agriculture, commerce and manufactures. What the hand of nature has withheld from New-York, the genius of her Clintons and Fultons has supplied. Already more than six hundred miles of canal intersect her beautiful domain, linking river to river, and mingling the waters of the Atlantic with those of the northern and western lakes. Already nearly one hundred steam boats move through her waters with an average speed of about ten miles an hour, propelling an aggregate burthen which would require a power of between four and five thousand horses. This state produces in great abundance all the staple commodities and luxuries common to the climate, the surplus of which, and large quantities from other states, find an easy access to the great mart of New-York. The salt springs at Onondaga Lake, at the villages of Salina, Syracuse, Liverpool and Geddes, produce a large revenue to the state; and the mineral waters at Ballston and Saratoga give health to many, and pleasure to all that visit them.

The rapid increase of this state in wealth and population, the magic growth of villages and cities along the lines of river, lake and canal communication, and the corresponding development of political and intellectual power, render the history of New-York in the highest degree valuable and interesting.

The enterprising Mr. Hugh White, from some part of New England, made the first settlement at Whitestown, Oneida county, 100 miles west of Albany, in 1781. At that time the country to the north and west of that place, even to the great lakes, was a dense forest inhabited only by savages and wild beasts. In 1830 the county of Oneida had a population of 71,326; bank and insurance capital \$1,100,000, and 15 cotton factories employing 968 hands, making annually \$525,000 worth of goods. The Oriskany woolen factory, in this county, makes annually \$130,000 worth of goods. Utica, Rome and Whitesborough are the county towns. Population of Utica 8323, Rome 4360, Whitestown 4410.

The county of Monroe, 160 miles west of Whitestown (by the canal) has a population of 49,862. 50,201 acres of wheat were cut in this county in 1830, supposed to have averaged 20 bushels to the acre. The largest village in this county is Rochester, 7 miles S. of lake Ontario at the falls of Genesee river, in the towns of Brighton and Gates, and was first settled in 1812. This village has now a population of 9,269. 519,725 barrels of flour were shipped from this place on the canal and down the lake from August 20th 1828, to December 1st 1830.

In 1830, 1512 vessels arrived at New-York from foreign ports, of which 1366 were American, 92 British, 7 Spanish, 12 Swedish, 2 Hamburg, 5 French, 8 Bremen, 6 Haytian, 9 Danish, 2 Brazilian, 2 Dutch, and 1 Portuguese. The revenue of the customs, the same year, was about 13 millions of dollars. The number of passengers brought by the above vessels was 30,221. The number of arrivals at New-York from foreign ports in 1829 was 1310—passengers, 16064. At the port of New-York, in 1830, the amount of registered tonnage of American vessels engaged in foreign commerce was 284,169 tons: do. engaged in the coasting trade, 39,600 tons. Licensed vessels engaged in the coasting and river trade, 90,294 tons—and licensed for the fisheries 457 tons. In 1830 there were exported from N. Y. 304,352 barrels of wheat flour, 174,182 bushels of corn, 12,099 tierces flax seed, 23,765 barrels pot and pearl ashes, 104,940 bales of cotton, and 5,306 packages of domestic cotton goods.

This state is bounded north by Lower Canada, east by Vermont, Massachusetts and Connecticut; south by New Jersey and Pennsylvania, and west and north west by Upper Canada. Between 40° 30' and 45° N. Lat. and 72° 55' and 79° 50' W. Lon. Sandy Hook lighthouse, at the southern entrance of N. Y. harbour, is 18 miles from the city of N. Y. and in Lat. 40° 30' N. and Lon. 73° 54' W.

## NEW-JERSEY.

This state was first settled by the Danes, at Bergen, about the year 1624. This country was inhabited by the Swedes and Dutch for many years. The soil of this state is not naturally well adapted to agricultural pursuits, much of the land being either marshy or sandy; yet its proximity to two of the largest markets in the United States, and the industry of its inhabitants has rendered it exceedingly productive of all sorts of fruits and vegetables common to the climate, together with grain and meats of various kinds. This state has many rivers navigable for small vessels. The beautiful fall of 70 feet perpendicular on the Passaic river at Paterson, 14 miles N. W. from New-York, and 15 miles N. of Newark, is finely adapted, and well improved for manufacturing purposes.

Amboy, in Lat. 40° 31' N. and W. Lon. 74° 11', at the mouth of the Raritan river, 23 miles from New-York; land-locked by Staten Island, and approachable from the sea by almost any wind, has one of the best harbours on the continent. This state has abundant mineral resources, particularly iron of an excellent quality.

This state has a bank capital of upwards of 5 millions; and in 1829 a school fund of about \$246,000. From the school fund, and a tax on the bank capital, a liberal appropriation is made for common schools in this state.

This state is bounded north by New-York; east by the Atlantic ocean and New-York; south by Delaware bay; and west by Pennsylvania. Situated between 38° 57' and 41° 22' north Lat. and 75° 25' and 73° 52' W. Lon. C. May, opposite C. Henlopen, Del. L. 38° 56' N. Lon. 74° 37' W.

## PENNSYLVANIA.

William Penn, the founder of this powerful state, was the son of Sir William Penn, an admiral in the British navy. He united himself with the society of Friends, then a persecuted sect in England. For services rendered by his father, king Charles the second, in 1681, gave him a tract of land in the western world, and called it Pennsylvania. Penn, with about 2000 followers landed at New Castle, on the Delaware, in 1682, and proceeding up the river, planned Philadelphia, "the city of brotherly love," and erected about 80 buildings in the same year. The pious, philanthropy, and wisdom of its founder, the fertility of its soil, the healthiness of its climate, the pacific disposition of the natives, and the lessons of experience derived by the settlement of other colonies in earlier days and under more rigorous skies, all conspired to render this colony the most prosperous of any of which history gives an account. Penn died in 1718 aged 74 years.

The resources of this state are immense; and the character of the people is well calculated to give them a proper direction. The beautiful Delaware, and other navigable waters of Pennsylvania, its canals and fine roads furnish Philadelphia with a great amount of domestic exports, and render it one of the most important marts of foreign and domestic commerce in the United States.

Pennsylvania is the greatest manufacturing state in the union, and Philadelphia takes the like rank among our manufacturing cities. This state yields to no other in the variety and extent of its mineral treasures, particularly in its exhaustless mines of anthracite and bituminous coal. It would also be unjust to omit honourable mention of the extensive and costly system of canals and railways, which are either completed or in progress, under the patronage of the state, for which, and other internal improvements 15 million of dollars are already expended or appropriated. The Bank capital of this state is \$12,815,334. Harrisburg, its capital town is 98 miles W. N. W. of Philadelphia.

This state is bounded north by New-York; east by New Jersey; south east by Delaware; south by Maryland and Virginia; and west by Virginia and Ohio. Situated between 39° 43' and 42° 12' N. Lat. and 72° 35' and 80° 26' W. Lon. Cape Henlopen, at the south entrance of Delaware bay, is in Lat. 38° 55' N. and Lon. 75° W.

## DELAWARE.

The first Europeans that settled this state were a party of Swedes and Finns, who, under the patronage of Gustavus Adolphus landed at Cape Henlopen in 1627. They purchased lands of the Indians on both sides of the river Delaware, and settled themselves at Lewistown, and at the mouth of Christiana Creek, near Wilmington. In 1655 the Dutch took possession of this country, and retained it until the New-Netherlands were subjugated by the English in 1664. This country was formerly called the "Territories" and afterwards the "three Lower Counties on Delaware" and for many years was under the jurisdiction of Pennsylvania.

The name of this state, of the bay and river, is derived from Lord De la War, one of the first settlers of Virginia. This state is generally low and level, is chiefly agricultural, and produces all the staples and luxuries common to its climate, particularly wheat, of which large quantities are sown and exported. The people of this state have always been as celebrated for their patriotism as the "Delaware regiment" was for its bravery.

An important work has lately been completed, the Chesapeake and Delaware canal, which crosses the northern part of the state, and unites the two great bays by sloop navigation.

This state has a school fund of \$170,000. No district is entitled to any share of this fund, that will not raise, by taxation, a sum equal to its share of the income of the fund. Bank capital \$1,050,000.

This state is bounded north by Pennsylvania; east by Delaware river, Delaware bay, and the Atlantic ocean; and south and west by Maryland. Situated between 38° 29' and 39° 50' N. Lat. and 74° 56' and 75° 40' W. Lon.

## MARYLAND.

About 200 Roman Catholics from England, under a grant from Charles the first to Lord Baltimore, were the first white settlers in this state. They arrived at the mouth of the Potomac in February, 1634, and purchased of the Indians a large village where St. Mary's now stands: Lord Baltimore died in 1676, much honoured and beloved.

This colony was an asylum for the persecuted of religious sects from all parts of the world; which circumstance, with the hospitality of the natives, the fruitfulness of its soil, and the mildness of its climate, tended greatly to its early growth and prosperity. This state is well watered by many rivers emptying into its spacious Chesapeake bay, affording many facilities for the navigation of large and small craft. The soil of this state is adapted to the growth of all sorts of grain, and other commodities suited to its latitude. Its exports of flour and other bread stuffs are immense; tobacco is also a staple article.

The genuine white wheat, and the bright kites foot tobacco, are said to be peculiar to Maryland. Its beautiful capital city, Baltimore, is now an important mart of trade; and when her splendid internal improvements are completed, will be one of the most favourable positions for foreign and domestic commerce in the U. S. Cape Henry, the S. point of entrance into the Chesapeake bay is in N. Lat. 36° 58' and W. Lon. 75° 55'.

The capital of this state is Annapolis, 30 miles S. of Baltimore. Bank capital about 104 millions. The school fund is derived from \$75,000 paid by the U. S. for advances made by Maryland during the late war, and by a tax of 20 cents on every \$100 bank capital.

This state is bounded north by Pennsylvania; east by Delaware, and the Atlantic ocean; south and west by Virginia. Situated between 38° and 39° 43' North Lat. and 75° 15' and 79° 25' west Lon.

## DISTRICT OF COLUMBIA.

In the year 1790 the states of Maryland and Virginia ceded to the U. S. the territory of this district for the purposes of a national capital; and in 1800 it became the seat of the general government of the United States.

This district is delightfully situated on both sides of the Potomac. The land is finely elevated, rather sterile, but pleasantly diversified by hill and dale. The climate is esteemed very healthy. The mean temperature is about 55° of Fahrenheit. The city of Washington is not only the capital of the nation but also of the district. It is under the immediate government of congress. Georgetown and Alexandria are within its limits.

The capital is in Lat. 38° 52' 45" N. and 76° 55' 30" W. Lon. from Greenwich. The Capitol in Washington is a massive building of the Corinthian order, of free-stone, about 350 feet in front, which, with the president's house, and offices for the several departments, is in a style suited to the convenience and dignity of their objects.

The English made an inroad upon this district and either destroyed or much damaged the public buildings at Washington on the 24th of August 1814. The trade of this district is considerable; but it will doubtless be much augmented when the canal from Washington to the Ohio is completed.

The Congress of the United States meets at Washington on the first Monday of December annually, unless it is otherwise provided by law.

## VIRGINIA.

Three ships with one hundred and five persons, under the command of Christopher Newport, in the service of the London Company, having on board Captain Gosnold and other men of standing, arrived from England at the mouth of the Chesapeake bay on the 26th of April, 1607. On the 13th of May following they landed and settled at Jamestown, on James river. The object of these adventurers was partly curiosity to see a new race of beings; but chiefly to acquire wealth by finding silver and gold, with which this country was supposed to abound. Among these adventurers was John Smith, a man of great boldness of character, and one who had been well schooled in the knowledge of human nature both by travelling and adversity.

North America was then a wilderness, inhabited only by a race of men who had no written language, and no tradition whereby their origin can be known. They lived in tribes, scattered over the country, each governed by a chief, or king. They subsisted by hunting and fishing, and by cultivating small quantities of Indian corn. They were darker in color than the Spaniard, but not so black as the negro.

They were unacquainted with the arts, and even with the use of metals. Their weapons of war were a bow and arrows, a stone hatchet, or tomahawk, and a club. They were brave, and susceptible of all the best and worst feelings common to humanity. The colonists at first suffered exceedingly from their own improvidence, and the conduct of the natives towards them. Were it not for the extraordinary exertions and enterprise of Smith, and the kindness of Pocahontas, the daughter of Powhatan, a powerful Indian king, this embryo of a Herculean nation would have perished. About the year 1613, Pocahontas married Mr. Rolfe, a respectable Virginia planter. They went to England, and after receiving from the king and queen the honors due to her rank, and their acknowledgments for her valuable and disinterested services, she died, leaving one child. The virtues and graces of this amiable woman will always live in American story; among the best sons of Virginia are those who count with pride the drops of her blood circulating in their veins. In 1620 and 1621 one hundred and fifty young women were sent from England and sold to the planters as wives, at prices varying from 100 to 150 pounds of tobacco, then worth three shillings the pound. About this time twenty negroes were landed from a Dutch vessel and sold for slaves!

In 1688 the population of Virginia was about 60,000. The face of this country is much diversified. The part towards the sea is low and level: some of it is marshy: to the west it rises by degrees and becomes mountainous. The soil is quite productive, and large exports are made from this state of flour, corn and tobacco.

This state is intersected by many beautiful navigable rivers, of which the Potomac, Shenandoah, James and Rappahannock are the most considerable. Virginia, often called the "Ancient Dominion," is celebrated for her mines and minerals; for her curious caves, springs, and natural bridges; for the urbanity and intelligence of her citizens; for her seconding the movements for American Independence; and, above all, for her being the mother of the Father of his country.

This state is bounded north by Pennsylvania and Maryland, north east by Maryland; east by the Atlantic ocean; south by North Carolina and Tennessee; and west by Kentucky and Ohio. Situated between 36° 33' and 40° 39' N. Lat. and 75° 35' and 83° 29' W. Lon.

This state has a bank capital of \$5,607,000, and a Literary Fund of \$1,233,523. \$45,000 of this fund is annually appropriated to the education of the poor. This state has also a fund devoted to internal improvements of \$2,100,591. The whole capital employed within this state, in internal improvements, is about 3½ millions.

## NORTH CAROLINA.

About the year 1645, a number of Virginians took possession of the country north of Albemarle Sound. They appear to have lived without much regard to law. In 1661 a settlement was made near the Clarendon river by adventurers from Massachusetts, which was abandoned by them in 1663, and their place was soon after supplied by emigrants from Barbadoes. North and South Carolina were included in one grant from Charles the 1st in 1630, under the name of Carolina.

About 1673, two governments were established in Carolina under their present names, yet both were under the direction of the same proprietors until 1729. This country is low, level, and exceedingly marshy for 50 or 80 miles from the sea, it then becomes mountainous.

This state produces cotton, rice, tobacco, wheat, corn, fine oak and pitch pine timber. Much tar and turpentine are made in this state. Many of its rivers are navigable for a considerable distance, for such vessels as can pass the bars at their mouths.

It is the misfortune of North Carolina that she has no good harbors. A still greater misfortune is the unhealthiness of her seaboard generally. The hilly and mountainous tracts, however, enjoy a salubrious climate. There is an uncommon variety of climate and productions within the limits of this state. Gold has of late years been found in large quantities, and it is now believed that North Carolina is the centre of the great gold region of the United States.

By a report of the directors of the mint to Congress for 1831, it is stated that there was received from N. Carolina, \$294,000 worth of gold; from Virginia, \$26,000; and from Georgia, \$176,000. Alabama and Tennessee furnished gold bullion to the amount of about \$2,000; "indicating, (as the report remarks,) the progressive development of the gold region." This section of country is naturally divided into three zones, presenting very distinct and appropriate features. The first is near the sea, and quite unhealthy. The second is the sand hill tract, interspersed with some valuable river alluvial land. The third is the hilly and mountainous tract, which is the most extensive and fertile portion. The latter and middle tracts are as favorable to health as any section of our country as low as forty degrees north.

Capes Hatteras, Fear, and Look Out are on this coast. Hatteras is in Lat. 35° 15' N. and Lon. 75° 30' W. Much of the trade of this state passes to South Carolina and Virginia.

This state has a bank capital of \$3,700,000, and a common school fund of \$70,000. The "Great Dismal Swamp" in this state, covering about 110,000 acres, extends from Albemarle, to Pamlico Sound. A canal of 22½ miles long, 38 feet wide and 5½ feet deep passing through this swamp is in operation and greatly facilitates the trade of the state.

This state is bounded north by Virginia; east by the Atlantic ocean, south by South Carolina, and west by Tennessee. Situated between 33° 53' and 36° 33' North Lat. and 75° 45' and 84° W. Lon.

## SOUTH CAROLINA.

The territory of this state and North Carolina was in the same grant from King Charles I. in 1630. In 1670 the governor of Carolina planted a settlement at Port Royal, or Beaufort. The Dutch, French and English, all from different motives, made settlements in South Carolina. This country, for more than 100 miles from the sea, is low, abounding with swamps and marshes. About 150 miles west of Charleston is the ridge, a tract of high land, beyond which the country becomes much elevated.

This state has many boatable rivers, which, with its safe and convenient navigation among a great number of fertile sea islands, makes Charleston a city of much commercial importance. The soil of this state is various, producing cotton, rice, indigo, tobacco, wheat, corn, fine timber, a great variety of fruits, medicinal plants and dyestuffs.

South Carolina is eminently an agricultural state: in each of its various divisions of soil, peculiar plants can be reared in abundance. The climate has the heat of the tropics, and the changeableness of more northern skies. This state is noted for its patriotism during the struggle for independence, and for the hospitality of its inhabitants.

The character of the people of this state is perhaps more definitely formed than that of any part of the U. S. Warm, generous and brave, they are also passionate and indolent.

Bank capital \$6,631,833. An annual appropriation is made by the legislature of about \$40,000 for the support of free-schools. Charleston Light, L. 32° 41' N. Lon: 79° 40' W.

This state is bounded north and north east by North Carolina; south east by the Atlantic ocean; and south west by Georgia. Situated between 32° and 35° 10' North Lat. and 78° 30' and 83° 10' West Lon.

## GEORGIA.

In 1732, some benevolent gentlemen in England concerted a project for planting a colony in the southern part of the territory included in the Carolina charter, for the purpose of transporting thither the indigent subjects of Great Britain, and the persecuted protestants of all nations. General James Oglethorpe was a great promoter of this philanthropic scheme. In 1773, a number of emigrants arrived and settled at Yamacraw bluff, or Savannah. By the liberality of the proprietors in extending their patronage alike to all classes of emigrants, as early as 1740 the number of settlers was 2498.

The Alleghany and Apalachian mountains terminate in this State. They extend north through the Carolinas, Virginia, Maryland and Pennsylvania, to the Catskill in New-York.

It is thought that the diversity of soil is greater in Georgia than in any other single state in the union. About one half is flat, alluvial land, the residue hilly or mountainous, and abundantly fertile. Many valuable tropical productions can be cultivated in this state. Oranges, olives, figs, and other articles, which are strangers at the north, are easily raised. The flat land is, however, like that of Carolina, quite unhealthy. This state is bounded north by Tennessee; north east by South-Carolina; south east by the Atlantic ocean; south by Florida, and west by Alabama. Savannah and Augusta are its chief marts of trade. Cotton and tobacco are its staple articles.

This state has a bank capital of \$6,882,349, and considerable funds for the support of academies and common schools.

Two considerable tribes of Indians reside partly within the chartered limits of this state, the Cherokees and Creeks. The Cherokees have made more rapid advances in the arts of civilized life than any other tribe of N. American Indians. In 1827 the population of this tribe was 13,563. They owned 1,277 slaves. Their increase for 6 years was 3,563. In 1801 the Mission at Spring Place was established; since which time many others have been brought into successful operation.

In 1827, 500 native children attended the missionary schools, all learning the English language.

Situated between 30° 19' and 35° North Lat. and 80° 47' and 85° 43' West Lon.

## ALABAMA.

This state is bounded north by Tennessee; east by Georgia; south by Florida and the gulf of Mexico; and west by Mississippi. Between Lat. 30° 12' and 35° N. The face of this state is much diversified, and its soil differs in quality from the best to the worst. That part of the state that lies along the gulf of Mexico is low, marshy and sandy, and is unhealthy: about 10 miles from the coast the country becomes more elevated and more healthy, but less productive. As in this section of country generally, the land decreases in value on receding from the rivers. This state abounds in rivers, some of which are boatable for a great distance. The most important of these are the Tombigbee, Alabama and Tennessee. The latter passes through the northern section of the state; and the two former, after meandering through nearly the whole extent of the state, fall into Mobile bay, near the town of Mobile.

All parts of this state are productive of maize; and small grain is raised in its hilly and northern parts. Cotton is the chief staple. A great variety of fruits are easily cultivated here, such as the apple, pear, peach and plum; and even the fig and pomegranate in the lowest latitudes.

Mobile, in N. Lat. 30° 40' and W. Lon. 88° 11', is the mart of trade of this state. It is a place of increasing importance, but its growth is impeded by the sand bars at the mouth of its harbor.

The capital of this state is Tuscaloosa, 226 miles E. of N. from Mobile. This state has a bank capital of upwards of a million, and a large fund for internal improvements. Congress has been liberal to Alabama in granting to her great resources for the advancement of education.



## MISSISSIPPI.

This state takes its name from the great river which forms the chief part of its western boundary. Its soil is various. Two-thirds of the state are supposed to be covered with pine forest, and only about  $\frac{1}{3}$  part is either bluff, or river alluvial; this portion of the soil is however of remarkable fertility. It is chiefly confined to the west and south west parts of the state, and these accordingly contain a large share of the white inhabitants, leaving the northeastern part to the almost exclusive possession of the Indians. There is a sea coast of about 80 miles, but not a single harbor, so that New Orleans is the mart of the state. This state has a large range of Latitude, and its climate is quite variable; the thermometer at Natchez has stood as low as 12 above zero of Fahrenheit. The seasons are however generally mild and warm. Cotton is the great staple; the fig abounds south of 32°, but the orange is not entirely safe from occasional frost. The natural and exotic productions of the soil are innumerable. Among the animals, the alligator may be mentioned as being often found in the streams. Mississippi was formerly a part of Georgia. Perhaps no place will be more appropriate than this for a brief description of the basin of the Mississippi. This immense territory is believed to comprise an extent of more than 1,200,000 square miles, the whole of which is drained by the Mississippi and its confluent, and the united mass poured through the delta of Louisiana into the gulf of Mexico. The greatest length of the Missouri, from its remotest source, to the gulf of Mexico, is estimated at 4,500 miles; that of the Mississippi proper at 2,700. The whole basin may be divided into 4 great valleys; those of the Ohio, the Upper Mississippi, the Missouri, and the Lower Mississippi. The Ohio valley is a vast inclined plane, into which the chief river and its tributaries have worn deep channels. Two very remarkable facts should be noticed. The one is that all that part of this tract above Pittsburg, is at least 200 feet above lake Erie, and if a channel should be formed from that place to the lake, the gentle waters of the Ohio would leave their present bed, and rush in a torrent to swell the St. Lawrence. The other fact is that the waters of this valley do not flow in the bottom of the real slope of the inclined plane; that bottom is indicated by the course of the Illinois river. This great valley has a broken, and in the south east a mountainous surface; generally it has a temperate climate, and a richly fertile soil. Its staples are wheat, and the other cereal gramina. The Upper Mississippi valley is widely different from the preceding. The climate is colder; and here we enter upon those boundless prairies, which produce not a single tree, and are in general suitable only for the pasture of cattle. Vast tracts around the head waters of the Mississippi are only a marshy plain. The waters have a sluggish descent, and the region is of course imperfectly drained. This valley has little to invite settlers in comparison with the beautiful countries of the Ohio, and forms a gradual approach to the next subdivision of the Mississippi basin. The Missouri valley is by far the most extensive of the four valleys, containing nearly one half the surface of the whole basin. Here may be observed the muddy nature of the water, and another curious fact, that all the great tributaries of the Missouri flow from its right bank, and only unimportant streams from the left. But the chief circumstance which deserves to be mentioned of this valley is, that with the exception of narrow tracts along the margins of the rivers, the whole of this vast territory is one boundless prairie. In summer it is described as an arid waste, and in winter the bleak winds from the north sweep over it without obstruction. It is however represented to be abundantly stored with valuable mineral productions, as coal, iron, &c. The valley of the lower Mississippi is the last of these great valleys, and is perhaps, of all parts of the U. S. the most diversified in surface, climate, soil and productions. On the margin of the rivers is some of the richest land in the world; then follow impenetrable swamps and morasses; farther on, a beautiful undulating, and wooded territory, while over other tracts those interminable prairies extend, which seem only intended for the dwelling of the buffalo and the deer. In these last much resemblance is found with the steppes of the interior of Asia: among other things, the fact that some of the rivers as the Arkansas, Red, &c. are made brackish by the extensive beds of salt over which they roll. Natchez, the principal commercial mart of this state, is situated on elevated ground on the left bank of the Mississippi, in N. Lat. 31° 33' and W. Lon. 91° 25'.

The only bank in this state is at Natchez. Its capital is \$1,000,000 and has, with its branches, exclusive banking privileges until 1840. Its dividends, for several years past, have averaged nearly 12 per cent per annum. This state has a literary fund of about \$30,000, but no part of it is available till it shall amount to \$50,000. As yet no system of primary schools has been adopted in this state.

The Choctaw and Chickasaw tribes of Indians own more than half of the territory of this state.

This state is bounded N. by Tennessee; E. by Alabama; S. by the gulf of Mexico and Louisiana; W. by Louisiana and the Arkansas territory. Between Lat. 30° 10' and 35° N. and Lon. 88° 10' and 91° 35' W.

## LOUISIANA.

There is perhaps no portion of the world, of the extent of Louisiana, which has so great a variety of soils, or so many water courses within its territory. This state has about six million acres of alluvial land of superior excellence; the residue of her soil, about 24 million acres, consisting of pine forests, prairie, river inundated land, and sea marsh, is, for the most part, unfit for agricultural purposes.

There is but little land of a medium quality in Louisiana: it is generally either extremely fertile, or entirely worthless; and from the vast proportion of the soil which can never be used for agricultural purposes, it can never be expected that this state should support a population equally dense with those of the northern states. It is observable that the settlements in Louisiana are not in spots, or groups, but in lines or strips, along the margins of the rivers. Extremes of manners prevail as well as of soils; from the highest degree of luxury and refinement in the rich planters near New Orleans, to the semi barbarism of the wild hunters of the buffalo and the deer, upon the boundless prairies of the south west. Throughout the state there is nearly an equal mixture of the French and American population, but the latter is fast gaining ground. Louisiana has set her sister states the example of leaving the English law, and forming for herself a valuable code, modelled upon the civil law.

The Mississippi river passes the whole length of this state, and on its left bank, about 105 miles from the sea, stands New Orleans, the great store house of a large portion of the productions of this interesting section of the western world. New Orleans was first settled by the French, about the year 1717. It is 304 miles, by water, below Natchez, 1148 below St. Louis, 977 below the mouth of the Ohio, 1480 below Cincinnati, and 1929 miles below Pittsburg.

From the mouth of Red river to Natchitoches, Lou. is 186 miles; from the mouth of the Tennessee, to Florence, Al. 300; and from the mouth of the Cumberland to Nashville, is 203 miles. Chillicothe, Ohio, is 45, and Columbus 90 miles, on the Scioto river, from Portsmouth on the Ohio. From St. Louis to the head of the Mississippi is 1618, and from that place to the supposed source of the Missouri, is 3,235 miles.

Although the climate, at the outlet to the ocean, of the almost boundless waters which unite at New Orleans, is exceedingly unfavorable to health in summer months—and the efforts to attract the trade of this immense region to the east and north, by canals and rail roads, through a country affording unequalled facilities for projects of that nature, are great and untiring; still New Orleans must remain one of the first marts of commerce in the world. The amount of domestic produce and manufactures exported from New Orleans in the year 1818, was \$16,771,711.

The freight of goods up the Mississippi and Ohio from New Orleans varies according to the state of the waters. When the rivers are most favorable, 50 cents per cwt. is the usual price to St. Louis and Cincinnati. Insurance from New Orleans to those places, about  $\frac{1}{4}$  per cent.

This state comprises the southern part of a large tract of country purchased by the U. S. of France in 1803. The river Mississippi was discovered by two French Missionaries in 1673. The country was afterwards explored, and, in honour of Louis the XIV. was called Louisiana.

This state has a bank capital of about \$9,000,000. The capital invested in the cultivation of the sugar cane is supposed to amount to 30 millions of dollars. 50,000 hogsheads of sugar are considered an average crop, and 5 per cent. is considered an average profit. The number of steam boats actually running on the Mississippi and its tributary areas in 1830 was 213. The first steam boat on these waters commenced running in 1812. By legislative enactment nearly \$40,000 are annually appropriated to the education of the poor.

This state is bounded N. by the Arkansas territory; E. by Mississippi; S. by the gulf of Mexico, and W. by the Mexican states. Between Lat. 25° and 33° N. and Lon. 89° and 94° W.

## TENNESSEE.

This state was first settled by the whites in 1765, and was formerly a part of North Carolina and ceded by that state to the United States in 1789. In consequence of a part of this state being very low, and a part of it very high land, the soil and climate are more various than in any other portion of the United States whose difference of latitude is only  $1^{\circ} 40'$ . The soil of this state is generally very luxuriant, and produces large crops of cotton, wheat, rice, and tobacco.

There are probably few tracts of country in the U. S. more finely watered than Tennessee: it is completely veined by navigable rivers. Being remote from the sea, it is not exposed to sudden changes in temperature; the winters are quite mild, so that it has been observed that the season of vegetation lasts at least three months longer here than in Maine or New Hampshire. The Indians who still reside here are among the best specimens of the sons of the forest; so much have industry and civilization improved their manners.

Its chief rivers are the Mississippi, which washes its western borders; and the Tennessee and Cumberland, which rise in or near the Cumberland mountains, and after meandering through a large tract of country fall into the Ohio, a few miles above the junction of that river with the Mississippi.

Its trade is down the Mississippi to New Orleans. Nashville is a considerable place of trade, 430 miles N. E. of Natchez, and 480 miles N. N. E. of New Orleans, by the Jackson road.

Bounded north by Kentucky; east by North Carolina; south by Georgia, Alabama and Mississippi; and west by Mississippi river. Between  $35^{\circ}$  and  $36^{\circ} 40'$  North Lat. and  $81^{\circ} 45'$  and  $90^{\circ} 3'$  West Lon.

## KENTUCKY.

This state is bounded north by Ohio and Indiana; east by Virginia; south by Tennessee; west by Illinois and Missouri; between  $36^{\circ} 30'$  and  $39^{\circ} 10'$  North Lat. and  $81^{\circ} 45'$  and  $89^{\circ}$  West Lon. This territory was a part of Virginia until 1792, when it became a state. The climate is very fine, and the soil superior for agricultural purposes.

The first white settlers removed to Kentucky in 1775, and its growth has been ever since exceedingly rapid. The external appearance of things is so inviting, that it has been called the "garden of the west." It is richly wooded, and has an immense variety of flowering plants and shrubs. Nor is this beauty deceptive, for a large part of the state is covered with a deep strong soil. Nearly the whole country rests on a lime stone foundation, into which the rivers have worn deep channels, of course leaving the banks bold and precipitous. In the summer, there is in many parts, great difficulty in procuring fresh water. Till steam boats navigated the Mississippi, almost all the salt used in these regions was obtained from salt springs, or licks, so called, because the buffaloes and other wild animals used to come to these springs and lick up the earth around that was saturated with salt.

Its staples are wheat, corn, cattle, hemp and salt. Its commercial outlet is by the river Ohio, which washes the whole of its north-western boundary. The Kentucky, Sandy, Licking and Cumberland, are its principal rivers. They take their rise in the Cumberland mountains, and fall into the Ohio river.

Louisville, in Lat.  $38^{\circ} 3'$  N. and Lon.  $85^{\circ} 30'$  W. above the rapids of the Ohio, 132 miles below Cincinnati, and Lexington, 76 miles E. of Louisville, are the principal inland marts of the commerce of this state. A canal passes around the falls of the Ohio at Louisville. Louisville is one of the most promising towns in the western country.

## OHIO.

This state was formerly a part of the north western territory. It is bounded S. E. by the Ohio river, or Virginia; south by Ohio river, or Kentucky; west by Indiana; north by Michigan territory and Lake Erie, and E. by N. by Pennsylvania. Situated between  $38^{\circ} 30'$  and  $42^{\circ}$  N. Lat. and  $80^{\circ} 20'$  and  $84^{\circ} 43'$  W. Lon.

The first permanent settlement of the whites in this state was commenced in 1788, at Marietta, near the junction of the Ohio and Muskingum rivers in Lat.  $39^{\circ} 25'$  N. and Lon.  $81^{\circ} 18'$  W. 172 miles below Pittsburg.

The waters of the Ohio and its tributary streams, with those of Lake Erie afford this state peculiar privileges. The best proof that can be given of the exuberance of its soil and the industry and enterprize of its people is to state the fact, unprecedented in the settlement of any country, that in 1783 this territory was inhabited only by savages; and that in 1830 it had a population of nearly a million, enjoying all the comforts and luxuries of civilized life in profusion, without a slave to teach them the blessings of liberty; and with minds and means to foster good schools, the bane of slavery.

This state is eminently agricultural, and has many and various staples; wheat, however, is the principal. Some ancient fortifications have been found in this state, and other traces of a people far exceeding in civilization any of the present tribes of N. American Indians. This state has a school fund of \$150,000; and one mill on a dollar of the estimated property of the state is annually levied and appropriated to the maintenance of common schools. One thirty sixth part of the land in this, and other new states in the west, is devoted to purposes of education.

The trade of this, with the Atlantic states is very considerable; and is carried on by the rivers Ohio and Mississippi to New Orleans; and by lake, canal and river navigation to New York. Cincinnati, in Lat.  $39^{\circ} 6'$  N. and Lon.  $84^{\circ} 22'$  W. was first settled in 1789, and has become one of the most important inland depots of commerce in the world. From 15th February, 1830, to February 15, 1831, there were 1277 vessels arrived at Cincinnati, and 1263 departed from thence. When the Baltimore and Ohio rail way and canal are finished much of the trade of this state will go to Baltimore.

Yet, notwithstanding the powerful spirit of enterprise, and the vast sums expended and appropriated by the states of Pennsylvania and Maryland to divert the trade of this and other western states to their respective capitals, and the increasing facilities for the navigation of the Ohio and Mississippi to New Orleans; still, the peculiarly favorable position of the city of New-York, together with the gigantic schemes of internal improvement, formed by the state of New York and the western states, aided by unparalleled natural advantages,—must give to the "commercial emporium" the largest share of the commerce of this rich and rapidly increasing part of our country. By a report of the Auditor of this state, for 1830, the amount of taxable property was \$64,580,655. Among the items of taxes for 1830, \$226,716 are for state and canal, and \$224,267 for county and school. Total tax for 1830, \$559,074. Bank capital, \$1,600,000.

## INDIANA.

This state was formerly a part of the north western territory. It was erected into a territorial government in 1800. It is bounded north and north west by Michigan territory and lake; east by Ohio; south by Kentucky, or the Ohio river; and west by Illinois. It lies between  $37^{\circ} 47'$  and  $41^{\circ} 46'$  north Lat. and  $84^{\circ} 43'$  and  $87^{\circ} 55'$  west Lon. The face of this country is more level than that of Ohio: its productions are much the same, although there is not so large a proportion of good land.

Yet there are parts of this state not exceeded in fertility by any country; the vegetable soil has in many places measured 22 feet in depth. The most striking feature in the geography of Indiana is the Prairies, or natural meadows, which extend over a large portion of the state. They are destitute of trees, and covered with grass and wild flowers, of 6 or 8 feet high. These prairies cover a vast extent of country north west of the Ohio, and also on the west of the Mississippi. They afford pasturage to countless herds of buffaloes, deer, and various other wild animals.

Its principal river is the Wabash which is boatable for 340 miles. This river approaches within nine miles of the navigable waters of Lake Erie: it falls into the Ohio 128 miles above the junction of that river with the Mississippi, or 1105 miles from New Orleans. A canal is in progress between the Wabash and the Maumee, which falls into Lake Erie; which, when accomplished, will afford Indiana a safe and easy intercourse with New York.

Vincennes and Indianapolis are flourishing towns; the former is on the Wabash; in N. Lat.  $39^{\circ} 47'$  and W. Lon.  $85^{\circ} 58'$ . The course of the trade of this state is at present down the Ohio and Mississippi to New Orleans: one thirty sixth part of the public lands in this state are appropriated for the support of schools.

## ILLINOIS.

There is no section of our country of equal extent whose soil and climate are so well adapted to all kinds of agricultural purposes, or whose water communications with the ocean are more numerous and important than those of Illinois. The face of this country is generally either prairie, or rolling, rather than hilly land; it is mostly level in its eastern section. There is but little if any waste land in this state; and at this period there are large portions of its territory, of superior soil and climate, densely covered with forest timber, for sale at prices well worthy the attention of the settler or speculator. Illinois river, which traverses the whole of the centre of this state, and falls into the Mississippi 36 miles above St. Louis, 1184 above New Orleans, is a subject of curiosity, in as much as it is the natural link between the almost boundless waters of the Mississippi basin, and those of the western lakes. The distance from the mouth of the Illinois to Chicago, on Michigan lake, is upwards of 400 miles, yet the fall from a summit level on that river, both to the Mississippi and to lake Michigan does not exceed 60 feet. Loaded boats of considerable size pass on that river, to and from those distant waters, in the season of freshets, without any effort of art to facilitate the navigation.

But few sections of the globe can compare with this state in its natural water communications and in the choice of markets which those communications afford. A safe, expeditious, and probably as cheap a method as a traveller from the eastern and northern sections of the U. S. can adopt to reach Vandalia, the capital of Illinois, with or without heavy baggage, is to take the Erie canal at Albany to Buffalo, 363 miles; thence to the mouth of the Maumee river in Ohio, at the S. W. extremity of that lake, about 250 miles; thence up the Maumee 80 miles to a portage of 5 miles to the Wabash; then down the Wabash about 210 miles to Palestine, Illinois, and from thence to Vandalia about 80 miles by land. Whole distance from Albany to Vandalia 1018 miles. Passage from Albany to Buffalo by canal boats, \$5; from Buffalo to Sandusky bay, or Detroit, by sloop navigation about \$3. Freight from New York to Albany, 144 miles, \$2 20, from Albany to Buffalo \$20, and from Buffalo to Sandusky, or Detroit, \$5 60 per ton. Freight *down* to Albany about 50 per cent. less. Transportation on the interior rivers about the same as on the canal, and land carriage rather less than in New England. When the Miami canal is finished, from the Maumee to Cincinnati, a good passage may be obtained that way; but the distance, if not the expense, will be much increased.

When it is considered that the insurance by river, canal and lake navigation is very trifling, and the passage for eight months in the year, certain; whilst the insurance to and up the Mississippi is very considerable, and the passage circuitous, slow and uncertain; the northern route to and from this region is decidedly preferable.

The reflection has been naturally suggested, that "if we glance an eye over the immense regions thus connected; if we regard the fertility of soil, the multiplicity of product which characterize those regions; and if we combine those advantages afforded by nature, with the moral energy of the free and active people who are spreading their increasing millions over its surface, what a vista through the darkness of future time opens upon us! We see arts, science, industry, virtue and social happiness, already increasing in those countries beyond what the most inflated fancy would have dared to hope thirty or forty years ago." The mouth of the Maumee in Sandusky bay is 565 feet above the tide waters at Albany; and the fall of the Ohio and Mississippi from Pittsburg to New Orleans is 500 feet. Illinois lies between lat. 36° 57' and 42° 30' N. and in lon. 87° 12' and 91° 5' W. Bounded N. by the N. W. territory; E. by Indiana; S. by Kentucky; and W. by Missouri.

## MISSOURI.

This state is bounded N. E. and S. E. by the Mississippi river; S. by the territory of Arkansas; and W. and N. by the western unappropriated territory of the U. S. formerly a part of Louisiana. Between Lat. 36° and 40° 36' N. and Lon. 88° 25' and 94° 10' W. The territory of this state was formerly a part of Louisiana. The first white settlements were made by the French in 1760. St. Louis was first settled in 1762; but this country having changed masters, passing from France to Spain, and then from Spain to France, grew in population and importance but slowly until the cession of it to the U. S. by France in 1803. There is perhaps no region of country in the world, of the extent of Missouri, that can compare in the magnitude, number and navigable facilities of its rivers. St. Louis, or some place in its vicinity, seems destined by nature to become an important mart of a vastly extended country. The soil of Missouri on its numerous rivers, of which the Mississippi, Missouri, Lemaire, St. Francis, Black, Merrimack, and Osage, are the most considerable, is of a quality equal to any in the western country, but the soil of the greater part of the territory is by no means productive. The climate of Missouri is liable to great extremes of heat and cold. In metal and other fossil substances, Missouri is probably the richest region in the U. S. The lead mines of Missouri, which are chiefly in the county of Washington, are considered the most valuable in the known world. The lead from this source is understood during the year 1830, to have completely excluded foreign lead from our markets, unless in very inconsiderable quantities. From the various lead mines of the U. S. nearly 15 millions pounds were produced in 1829. When this state was admitted into the union, a great effort was made to interdict slavery within its territory; but the friends of slavery prevailed.

## MICHIGAN TERRITORY.

This territory includes a peninsula formed by Lakes Huron, St. Clair and Erie on the north east, Lake Michigan on the west, and bounded south by the states of Ohio and Indiana, and also the extensive tract of country between the Mississippi, and the Lakes Superior and Michigan. From the fertility of the soil, the goodness of the climate, and the ease with which produce can be transported by lake, canal, and river navigation to New York, it cannot be doubted that this territory will soon become an important member of the union. Indeed it possesses singular advantages for the most extensive inland commerce, and is already the centre of the north western fur trade. The face of the country is generally flat, or gently rolling. There is much that is extremely fertile; but the coldness and great length of the winter will probably obstruct its settlement till the more southern regions of the Ohio shall be filled.

Detroit is the principal place of business in Michigan. It is situated on a strait between lakes Erie and St. Clair, 18 miles from the former, and 9 miles below the latter. Detroit was first settled by the French in 1670, and has ever been a point of country of considerable interest. The passage of the strait of St. Clair, in summer months, is very pleasant, the banks fertile and well cultivated, the water gentle and of sufficient depth for ships of great burthen. Freight from Detroit to the city of New York, 837 miles, \$14 per ton. Insurance about 1/4 per cent. Detroit is in N. Lat. 42° 21', and W. Lon. 82° 58', and 526 miles from Washington.

This territory is situated between 11° 31' and 46° 51' North Lat. and 82° 18' and 87° 25' West Lon.

## ARKANSAS TERRITORY.

This territory was formed out of ancient Louisiana, and became a territory of the U. S. in 1819. It is bounded east by the river Mississippi; south by Louisiana and Red river; west by Texas; and north by the unappropriated territory of the U. S. and by Missouri. It extends about 550 miles from east to west, and between N. Lat. 33° and 36° 30'. The first settlements in the Louisiana country were made in this territory. From the great extent of this territory, the face of the country, the soil and the climate are much diversified. A chain of mountains passes through Arkansas from N. E. to S. W. and extends into Texas. The country S. E. of the mountains is low and liable to annual submersion. To the N. W. the country presents a large expanse of prairie, without wood, except on the borders of rivers. As low at Lat. 35° the thermometer ranges from 97° above, to 20° below zero. Arkansas has a large portion of land of great fertility, which produces cotton, wheat, corn, cattle, with a great variety of fruits and vegetables. Large quantities of iron ore, gypsum, and common salt are found in this territory. Arkansas, its principal river, and after the Missouri, the largest and longest tributary of the Mississippi, rises in the Rocky mountains, and after meandering a great distance traverses this territory nearly in the centre and falls into the Mississippi 591 miles above New Orleans.

White river is also very considerable: a steam boat from the Mississippi arrived at Batesville, on that river, about 400 miles distant, on the 4th of January 1831.

Little Rock is the capital, and the principal deposit of the trade of this territory: Little Rock is on the Arkansas river, about 120 miles above its mouth. The Hot Springs of Arkansas have become famous for their medicinal virtues. They are situated near the forks of the Washita river, and are much frequented. The land around them is called "the land of peace;" and tribes of Indians unfriendly to each other, on arriving at this place always suspend hostilities.

## FLORIDA TERRITORY.

This territory is bounded north by Georgia; east by the Atlantic ocean; south by the gulf of Mexico; and west by the same gulf and Alabama. This is the most southern part of the U. S. It is divided into East and West Florida; the former is on the Atlantic ocean and has St. Augustine for its capital, in Lat. 29° 45' N. and Lon. 81° 30' W. The latter is on the gulf of Mexico and has Pensacola for its capital, in Lat. 30° 28' N. and Lon. 85° 12' W. Both are however under one territorial government. Florida was discovered in 1512, and was first settled by the French, in 1562. In 1639 it was conquered by Spain. Although Florida is a peninsula of more than 1000 miles outline of sea coast, only 120 miles mean breadth, and less in size than the state of Illinois, yet owing to the indolence or inattention of its former possessors, a large portion of its territory is but imperfectly known. From the best sources it appears that the soil of Florida is of an inferior quality, excepting those sections of it near and along its streams. The vegetable productions of Florida are numerous and valuable; cotton, indigo, rice, sugar-cane, indian corn and tobacco; also the olive, orange, lime, peach and fig tree are already cultivated with success. It is supposed that the coffee plant would flourish here. The live oak and laurel magnolia are indigenous. The capitals of Florida are its chief marts of trade. Both have good harbors; Pensacola is also a depot of the American navy. Tallahassee is the seat of government.

The small island of Key West is near the coast of Florida, in the gulf of Mexico, a rendezvous for ships of war and merchantmen, the most southerly settlement of the U. S. in Lat. 24° 34' N. and Lon. 81° 33' W.

The climate of Florida is soft and delicious, rarely suffering from extreme cold, and constantly refreshed by sea breezes from the Atlantic or the gulf of Mexico. Invalids from all parts of the U. S. resort to St. Augustine for health, and are generally benefited by the air. Bank at Tallahassee, in Lat. 30° 28' N. and Lon. 84° 36' W. capital \$600,000. Pensacola is 1050, and St. Augustine 841 miles from Washington.

This territory was ceded to Great Britain in 1763, and in 1781 it was again recovered by Spain.

## GREAT WESTERN TERRITORY.

With the exception of a number of trading houses, and military posts, this territory is peopled only by the natives of the forest. Its government, for temporary purposes, is connected with that of Michigan. The best account of the character of the natives, the soil, climate and rivers of this country is found in the journal of Lewis & Clark, who under the direction of the national government, traversed this immense region, over the rocky mountains to the Columbia river on the Pacific ocean, in the years 1804, '5 and '6, and in a later account by Major Long, who, with an exploring party visited the valley of the Missouri in 1823.

Our knowledge however of this territory is at present quite limited; but as a part of the soil is known to be very good, the face of the country rather undulating than hilly, the climate mild for its latitude, particularly on the western side of the mountains, and the passage of the Rocky mountains less difficult than has been supposed, other states and territories like Ohio, Illinois and Michigan will doubtless arise in this distant, but highly interesting section of the territory of the U. S. Large quantities of furs and peltry are collected in this territory and sent to Detroit.

This territory has a western outline on the Pacific ocean of about 500 miles. The Columbia, Oregon, or River of the West is estimated to be about 1600 miles long; it rises in the Rocky mountains in Lat. about 55° N. and falls into the Pacific ocean in Lat. 46° 19' N. and Lon. 123° 54' W.; and is navigable 183 miles from its mouth, to which distance the tide flows.

This river is also navigable a great distance above tide water, after passing some short narrows, rapids and falls. The Oregon territory, so called, is that portion of this country lying west of the Rocky mountains. From the mouth of the Columbia to Washington is about 3,100 miles.

When the Indian titles to these unappropriated lands of the U. S. are *extinguished*, 150 states may be formed of larger territory than that of Massachusetts.

## THE GREAT LAKES.

These immense waters, whose centre generally makes the boundary line between the United States and the Canadas, have a natural outlet to the Atlantic ocean, by the river and gulf of St. Lawrence. An assemblage of such vast fresh water seas, the immense basin or country in which they are embodied, the great arteries which supply them, and the rapid increase of population within this basin; together with their relative position between two powerful nations, deserve a few remarks even in this brief outline of the United States.

Passing from the sea up the St. Lawrence, the first important place we meet is Quebec, the "Gibraltar of America," about 400 miles from the sea, in Latitude 46° 47' N. and 71° 10' W. Longitude. The St. Lawrence is navigable for the largest vessels to Quebec, and even to Montreal, in Latitude 45° 31' N. and Longitude 73° 35' W. 166 miles above Quebec, for vessels of 400 tons. The tide flows to within 60 miles of Montreal; a greater distance than it is known to flow in any other river in the world. From Montreal to Ogdensburg, one of the termini of a contemplated rail-road from Boston, a distance of 120 miles, the St. Lawrence is in many places very rapid and of difficult navigation. From Ogdensburg to Lewiston, the most northern and western points of navigation on Lake Ontario, is about 290 miles. This lake covers an area of 5,100,000 acres, and is navigable for the largest ships. Passing the great cataract of Niagara, from Lewiston to Buffalo, is 28 miles. From Buffalo to Detroit, is about 330 miles. Lake Erie covers an area of 7,680,000 acres; but its depth of water is not so great as that of Ontario. A large amount of tonnage is employed on this lake; and its commerce, as well as that of Ontario, is rapidly increasing.

The strait of St. Clair, 27 miles long, on which Detroit is built, connects this lake with those of St. Clair, Huron, Michigan, and Superior. The St. Clair covers an area of about 800,000, and Huron about 12,500,000 acres. Lake Michigan is about 300 miles long, and covers an area of 9,000,000 acres. This lake is wholly within the limits of the United States. Michigan is connected with Huron by the strait of Michilimackinac, 40 miles long, which, with the lake, is navigable for large vessels. Mackinaw is an island in this strait, a place of considerable trade, has a custom house, and is a port of entry.

Passing from Lake Huron by the strait of St. Mary, about 40 miles long, and having a fall of about 23 feet, we come to Lake Superior, the largest fresh water sea in the known world. This lake is elevated above the tide waters of the Atlantic ocean, in the Gulf of St. Lawrence, 641 feet; and covers an area of 19,200,000 acres. From the northern and western extremity of this lake, to the mouth of the Gulf of the St. Lawrence, is about 1800 miles; and the whole area covered by the waters of the lakes mentioned, is 54 million acres, or 85,155 square miles.

Great and laudable exertions are making by the British government and the people of the Canadas to draw the trade of this immense basin to Montreal and Quebec. More than a million of dollars has already been expended on the Welland canal to unite lakes Erie and Ontario by sloop navigation round the falls of Niagara: the distance is 42 miles; and the elevation of lake Erie, above Ontario, is 334 feet. When we consider the many and great difficulties attending the navigation of the St. Lawrence, it is confidently believed that our canal and rail-road systems, particularly the latter, will prove the best medium of commercial operations between this basin and the ocean.

**INDIANS IN THE UNITED STATES.**—It is calculated that there are 313,130 Indians within the limits of the United States; viz. in Maine, Massachusetts, Rhode Island, Connecticut, and Virginia, 2,573; New York, 4,820; Pennsylvania, 300; North Carolina, 3,100; South Carolina, 300; Georgia, 5,000; Tennessee, 1,000; Ohio, 1,877; Mississippi, 23,400; Alabama, 19,200; Louisiana, 939; Indiana, 4,050; Illinois, 5,900; Missouri, 5,631; Michigan, 9,340; Arkansas, 7,200; Florida, 4,000; in the country east of the river Mississippi, north of Illinois and west of the three upper Lakes, 20,200; west of the Mississippi, east of the Rocky Mountains, and not included in the states of Louisiana or Missouri, or the territory of Arkansas, 94,300; within the Rocky Mountains, 20,000; and west of the Rocky Mountains, between latitude 44° and 49°, 80,000. The United States have acquired of the Indians, by treaty at various times, in different states, 209,219,865 acres of land. The United States pay to different tribes permanent annuities, amounting to \$142,525, limited annuities, \$138,525; for education, \$24,500, and treaty stipulations, \$25,470; total, \$331,320.



VICINITY OF NEW-YORK.



VICINITY OF BOSTON.



# CENSUS OF THE UNITED STATES--1830.

THE seats of government of the several states are printed in SMALL CAPITALS; and the county towns, or seats, in *Italics*. The first figures give the population of the county in 1820; the second, the population of the county in 1830: Then is given the population of the county town, 1830, with its course and distance from some noted town, or the capital of the state, and its distance from Washington; and then is given the population in 1830, of as many of the largest towns, in each county, as the limits of this work will permit. The population is taken chiefly from official sources: The distances are from the "Table of the Post Offices" for 1831.

**MAINE.**—CUMBERLAND Co. 49,445—60,113. City of *Portland*, 12,601; 542 miles from Washington. Brunswick, 3,747. Gorham, 2,988. Milne, 2,908. North Yarmouth, 2,664. Freeport, 2,623. Falmouth, 1,966. Durham, 1,731. Cape Elizabeth, 1,697. Gray, 1,575. HANCOCK Co. 17,856—24,347. *Castine*, 1,155. 134 N. E. by E. from Portland, 676. Bucksport, 2,222. DeLorge, 2,217. Vinalhaven, 1,794. Sedgwick, 1,606. Mount Desert, 1,603. Ellsworth, 1,385. Penobscot, 1,271. Binehill, 1,499. Brooksville, 1,069. KENNEBEC Co. 40,150—52,491. *Acosta*, 3,980. 53 N. E. 505. Hallowell, 3,964. Gardner, 3,799. Farmington, 2,340. China, 2,234. Vassalborough, 2,761. Clinton, 2,125. Sidney, 2,191. Waterville, 2,216. Winthrop, 1,887. LINCOLN Co. 46,843—57,181. *Wiscasset*, 2,443. 47 N. E. 589. *Topsham*, 1,564. *Warren*, 2,030. Thonasket, 4,321. Bath, 3,773. Waldoborough, 3,113. Bristol, 2,450. Boothbay, 2,290. Lisbon, 2,223. Litchfield, 2,308. OXFORD Co. 27,104—35,217. *Paris*, 2,337. 39 N. by W. 581. Livermore, 2,456. Turner, 2,418. Norway, 1,712. Fryeburgh, 1,353. Jay, 1,276. Hiram, 1,297. Waterford, 1,123. Sumner, 1,099. Rumford, 1,126. Bethel, 1,620. Buckfield, 1,510. PENESCOT Co. 13,870—31,530. *Bangor*, 2,868. 119 N. E. 661. Maddawaska, 2,457. Hampden, 2,020. Orono, 1,473. Exeter, 1,438. Orrington, 1,234. Brewer, 1,078. Dover, 1,042. Dixmont, 945. Sebec, 903. SOMERSET Co. 21,787—35,788. *Norridgewock*, 1,710. 81 N. E. 623. Fairfield, 2,002. Anson, 1,532. Athens, 1,200. Bloomfield, 1,072. Canaan, 1,076. Madison, 1,272. Mercer, 1,210. New Portland, 1,215. Stark, 1,471. WALDO Co. 22,253—29,790. *Belfast*, 3,077. 99 N. E. by E. 641. Frankfort, 2,487. Camden, 2,300. Prospect, 2,381. Lincolnville, 1,702. Montville, 1,743. Palermo, 1,258. Hope, 1,541. Monroe, 1,081. Unity, 1,299. WASHINGTON Co. 12,744—21,395. *Machias*, 1,021. 203 E. N. E. 745. Eastport, 2,450. Calais, 1,686. Harrington, 1,118. Lubec, 1,335. East Machias, 1,066. Dennysville, 856. Jonesborough, 810. Addison, 741. Perry, 735. YORK Co. 46,283—51,710. York, 3,485. 42 S. W. by S. 500. *Alfred*, 1,453. Berwick, 3,163. Buxton, 2,856. Kennebunk, 2,233. Kennebunk Port, 2,763. Kittery, 2,302. Hollis, 2,273. Parsonsfield, 2,465. Wells, 2,977.

The population of this State in 1765, was 20,788. There were in this State in 1830, 819 white males, and 909 do. females of 80 and under 90 years of age; 92 white males, and 139 do. females of 90 and under 100; and 1 white male, and 3 do. females upwards of 100 years of age. There were 187 white and 2 colored persons deaf and dumb; 157 whites and 5 colored persons who were blind; and 2,830 aliens. The Baptists in this State have 210 churches, about 160 ministers, and 12,936 communicants; the Congregationalists 156 churches, 107 ministers, and about 100,000 communicants; the Methodists 56 ministers, and 12,162 communicants. There are 50 congregations of Free-Will Baptists; 30 societies of Friends; 12 Unitarian societies; 4 Episcopalian ministers; 4 Roman Catholic churches; 3 societies of the New Jerusalem Church, and some Universalists. Bowdoin College, at Brunswick, in the county of Cumberland, 27 miles from Portland, was founded 1794: 392 Alumni; 7 Instructors; 137 Under-graduates; 12,300 vols. in Libraries; William Allen, D. D. Pres't. Waterville College, at Waterville, in the county of Kennebec, 71 miles from Portland, was founded 1820: Alumni, 60; Instructors, 5; Under-graduates, 45; 2,400 vols. in Libraries; Jeremiah Chaplin, D. D. President. There were in this State in 1830, 31 Academies, whose aggregate funds amounted to \$170,322. The Maine Wesleyan Seminary, at Kenfield, 11 miles from Augusta, uniting agricultural and mechanical labor with literary pursuits, promises much good to the community.

**NEW-HAMPSHIRE.**—ROCKINGHAM Co. 40,526—44,452. *Portsmouth*, 8,082. 45 E. S. E. from Concord, 491 from W. Exeter, 2,758. Derry, 2,178. Deerfield, 2,086. Chester, 2,039. Salem, 1,310. Candia, 1,362. Epping, 1,263. Hampton, 1,103. Seabrook, 1,096. Windham, 1,006. Londonderry, 1,469. New-Market, 2,013. Northwood, 1,342. Nottingham, 1,157. Kye, 1,172. Raymond, 1,000. STRAFFORD Co. 51,415—58,916. *Dover*, 5,449. 40 E. 490. *Gilmanston*, 3,816. Atton, 1,993. Barnstead, 2,047. Barrington, 1,895. Conway, 1,601. Durham, 1,606. Eaton, 1,432. Effingham, 1,911. Farmington, 1,484. *Gilford*, 1,872. Lee, 1,069. Merideth, 2,683. Milton, 1,273. Moultonborough, 1,422. New-Durham, 1,162. New-Hampton, 1,904. Ossipee, 1,935. Rochester, 2,155. Sanbornston, 2,866. Sandwich, 2,743. Somersworth, 3,090. Strafford, 2,200. Tamworth, 1,554. Tuftonborough, 1,375. Wakefield, 1,470. Wolfborough, 1,928. MERRIMACK Co. 32,742—34,619. Concord, 3,727. 44. Andover, 1,324. Boscawon, 2,093. Bow, 1,065. Bradford, 1,285. Canterbury, 1,663. Chester, 1,084. Dunbarton, 1,067. Epsom, 1,418. Franklin, 1,370. Henniker, 1,725. Hopkinton, 2,474. London, 1,642. Northfield, 1,169. Pembroke, 1,212. Pittsfield, 1,271. Salisbury, 1,379. Sutton, 1,424. Warner, 9,221. HILLSBOROUGH Co. 35,781—37,762. *Amherst*, 1,657. 30 S. 442. Antrim, 1,309. Bedford, 1,554. Deering, 1,227. Dunstable, 2,417. Francestown, 1,540. Goffstown, 2,213. Hancock, 1,316. Hillsborough, 1,792. Hollis, 1,501. Hudson, 1,282. Lyndeborough, 1,147. Mason, 1,403. Merrimack, 1,191. Milford, 1,303. New-Boston, 1,680. New Ipswich, 1,673. Pelham, 1,075. Peterborough, 1,984. Weare, 2,430. Wilton, 1,041. CHESHIRE Co. 26,753—27,016. *Keene*, 2,374. 55 S. W. by W. 41. Alstead, 1,559. Chesterfield, 2,046. Dublin, 1,128. Fitzwilliam, 1,929. Jaffrey, 1,354. Richmond, 1,301. Rindge, 1,269. Stoddard, 1,159. Swanzey, 1,816. Walpole, 1,279. Westmoreland, 1,247. Winchester, 2,052. SULLIVAN Co. 18,628—19,687. *Newport*, 1,913. 40 N. W. 467. Acworth, 1,401. Charlestown, 1,773. Claremont, 2,226. Cornish, 1,687. Croydon, 1,057. Graetham, 1,079. Plainfield, 1,581. Springfield, 1,202. Unity, 1,258. Washington, 1,135. GRAFTON Co. 32,989—38,691. *Haverhill*, 2,153. 67 N. N. W. 509. Alexandria, 1,063. Bath, 1,636. Campton, 1,313. Canaan, 1,428. Enfield, 1,422. Graton, 1,207. Hanover, 2,361. Holderness, 1,429. Lebanon, 1,868. Lime, 1,804. Lisbon, 1,485. Littleton, 1,435. Lyman, 1,321. New-Chester, 1,090. Orford, 1,829. Piermont, 1,042. Plymouth, 1,175. Thornton, 1,499. COOS Co. 5,521—8,390. *Lancaster*, 1,187. 116 N. 558. Bartlett, 644. Colebrook, 542.

The population of this state in 1701 was 10,000; in 1730, 12,000; in 1749, 30,000; in 1767, 52,700; and in 1775, 80,038. In 1830 there were 19,438 white males, and 18,506 do. females, under 5 years of age; 21,147 do. males, and 24,485 do. females, of 20 and under 30; 5,097 do. males, and 5,887 do. females, of 60 and under 70; 3 do. males, and 6 do. females, of 100 years and upwards;—136 white, and 12 colored persons, deaf and dumb; 117 white persons who were blind; and 400 aliens. Dartmouth College, at Hanover, in the county of Grafton, 54 miles from Concord, was founded 1770. Alumni, 2,250. Instructors, 9. Under-graduates, 153. Libraries, 14,000 vols. Nathan Lord, D. D. President. There is a Medical School connected with the College; a Theological Institution at New-Hampton, 28 miles from Concord; and about 30 incorporated Academies, in various parts of the state. There are in this state 13 societies of Friends; 8 Episcopalian ministers; 20 congregations of Universalists; 10 Unitarian ministers; 2 Catholic churches; 2 societies of Shakers; 1 society of Sandemians; 9 Presbyterian ministers, 11 churches, and 1,499 communicants. The Congregationalists have 146 churches, 116 ministers, 12,867 communicants. Baptists, 75 churches, 61 ministers, 5,279 communicants. Free-will Baptists, 67 churches, 51 ministers, and between 4 and 5,000 communicants. The Methodists have 30 ministers, 3,180 communicants. Christians, 17 ministers.

**VERMONT.**—ADDISON Co. 20,469—24,940. *Middlebury*, 3,469. 57 S. W. by W. from Montpelier; 483 from W. Addison, 1,306. Bridport, 1,774. Bristol, 1,247. Cornwall, 1,264. Ferrisburg, 1,822. Monkton, 1,384. New Haven, 1,831. Shoreham, 2,137. Starksborough, 1,342. Vergennes, City, 999. Weybridge, 850. BENNINGTON Co. 16,125—17,470. *Bennington*, 3,419. 120 S. W. 414. Airlington, 1,207. Dorset, 1,507. *Manchester*, 1,525. Pownal, 1,835. Rupert, 1,318. Shaftsbury, 2,143. Stamford, 563. Sunderland, 463. Windfall, 571. CALDONIA Co. 16,669—20,967. *Danville*, 2,631. 29 N. E. by E. 538. Barnet, 1,764. Cabot, 1,304. Hardwick, 1,216. Lyndon, 1,822. Peacham, 1,351. Ryegate, 1,119. St. Johnsbury, 1,592. Sutton, 1,005. Waterford, 1,358. CHITTENDON Co. 16,055—21,775. *Burlington*, 3,526. 38 W. N. W. 515. Charlotte, 1,702. Colchester, 1,489. Essex, 1,664. Hinesburgh, 1,669. Jericho, 1,654. Milton, 2,100. Richmond, 1,109. Shelburne, 1,123. Underhill, 1,050. Westford, 1,290. Williston, 1,608. ESSEX Co. 3,284—3,921. *Guildhall*, 481. 78 E. N. E. 564. Canaan, 373. Concord, 1,031. Lunenburg, 1,054. Maidstone, 236. Minehead, 150. FRANKLIN Co. 17,192—24,235. *St. Albans*, 2,305. 64 N. W. by N. 541. Bakersfield, 1,087. Berkshire, 1,308. Cambridge, 1,613. Enosburgh, 1,560. Fairfax, 1,729. Fairfield, 2,270. GRAND ISLE Co. 3,527—3,996. *North Hero*, 638. 68 N. W. 545. Albargh, 1,239. Grand Isle, 943. South Hero, 717. Vtneyard, 459. ORANGE Co. 24,681—27,255. *Chelsea*, 1,958. 23 S. by E. 506. Bradford, 1,507. Braintree, 1,209. Brookfield, 1,677. Corinth, 1,953. Newbury, 2,252. Orange, 1,016. Randolph, 2,743. Stratford, 1,935. Thetford, 2,183. ORLEANS Co. 6,708—13,988. *Wardsburgh*, 860. 40 N. E. 565. Albany, 653. Barre, 729. Charleston, 564. RUTLAND Co. 29,983—31,295. *Rutland*, 4,753. 67 S. W. 402. Benson, 1,433. Brandon, 1,940. Castleton, 1,783. Clarendon, 1,585. Danby, 1,362. Mount Holly, 1,318. Orwell, 1,508. Pawlet, 1,965. Pittsford, 2,005. Poultney, 1,869. Shrewsbury, 1,289. Tinmouth, 1,049. Wallingford, 1,740. WASHINGTON Co. 14,113—21,394. *Northfield*, 1,792. Northford, 1,412. Stow, 2,612. Berlin, 1,664. Calais, 1,539. Marshfield, 1,271. Middlesex, 1,156. Montpelier, 1,302. Montpelier, 2,412. East, 1,570. Waterbury, 1,650. WINDHAM Co. 28,659—28,758. *Fayettville*, 1,441. 110 S. 428. Brattleboro, 2,141. Dummerston, 1,592. Graton, 1,439. Guilford, 1,760. Halifax, 1,562. Jamaica, 1,523. Londonderry, 1,302. Maizeborough, 1,218. Putney, 1,510. Rockingham, 2,212. Townshend, 1,386. Wardsborough, 1,148. Westminster, 1,737. Whittingham, 1,477. Wilmington, 1,367. WINDSOR Co. 28,233—40,623. *Windsor*, 3,134. 59 S. by E. 469. Barreard, 1,881. Bethel, 1,667. Bridgewater, 1,311. Cavendish, 1,498. Chester, 2,320. *Woodstock*, 3,044.

There were in this State in 1830, 17,596 white males, and 16,877 do. females of 10 and under 15 years of age; 15,805 white males, and 15,776 do. females of 15 and under 20; 24,300 white males; and 23,167 do. females of 20 and under 30; 3 white males, and 5 do. females of 100 years and upwards; 149 white and two colored persons deaf and dumb; 49 white persons who were blind, and 3,420 aliens. There were in 1831, 35 Academies and High schools, and about 2,400 District schools. Rateable polls in 1830, 42,859; acres of taxable land, 1,083,593; 224,605 oxen, and other cattle; 61,288 horses and mules; 725,965 sheep. The amount of the Grand List for state taxes in 1831, was \$1,834,980. The Congregationalists have 13 associations; 203 churches; 110 pastors, and 17,236 communicants; the Baptists 105 churches, 56 pastors, and 4,478 communicants; the Methodists, 44 ministers, and 8,577 communicants; the Episcopalians, 15 ministers; the Unitarians, 3 societies and one minister; and there are some Free-Will Baptists, Christians, and Universalists. The University of Vermont, at Burlington in the county of Chittenden, was founded 1791: Instructors, 4; Under-graduates, 36; Libraries, 1,500 vols.; Alumni, 182; James Marsh, D. D. President. Middlebury College, at Middlebury, in the county of Addison, was founded in 1800. Instructors, 5; Under-graduates, 99; Alumni, 509; Libraries, about 4,200 vols.; Joshua Bates, D. D. President.







**NEW-JERSEY.**—BERGEN Co. 18,178—22,414. *Hackensack*, 2,200. 63 N.E. from Trenton, 295 from Washington. BURLINGTON Co. 28,822—31,066. *Mount Holly*, 21 S.W. 156. CAPE MAY Co. 4,264—5,936. *Cape May C. H.* 102 S. 104. CUMBERLAND Co. 12,668—14,091. *Bridgetown*, 69 S. W. 175. ESSEX Co. 30,793—41,928. *Newark*, 10,953. 49 N. E. 215. GLOUCESTER Co. 23,039—28,431. *Woodbury*, 39 S.W. by S. 145. HUNTERDON Co. 28,604—31,066. *Taunton*, 3,925. 166. MIDDLESEX Co. 21,470—23,157. *New Brunswick*, 7,631. 25 N. N. E. 193. MONMOUTH Co. 25,038—29,233. *Freehold*, 5,481. 36 E. by N. 201. MORRIS Co. 21,368—23,560. *Morristown*, 3,536. 55 N. E. 221. SALEM Co. 14,222—14,555. *Salem*, 1,570. 65 S. W. 171. SOMERSET Co. 16,506—17,089. *Somerville*, 33 N. by E. 199. SUSSEX Co. pop. 1830, 30,349. *Newton*, 3,298. 70 N. 228. WARREN Co. pop. 1830, 18,634. *Relvidere*, 54 N. by W. 210.

The population of this state in 1701, was 15,000; and in 1749, 60,000. There were in New Jersey, in 1830, 25,073 white males, and 23,951 wh. females, under 5 years of age; 17,132 wh. males, and 16,792 wh. females, of 15 and under 20; 26,894 wh. male, and 25,839 wh. females, of 20 and under 30; 44 wh. males, and 63 wh. females, of 90 and under 100; 1 wh. male, and 2 do. females, of 100 years and upwards. 206 white, and 18 colored persons deaf and dumb; 176 white, and 22 colored persons blind; 3,377 aliens; 9,498 free colored males, and 8,809 do. females; and 1,054 male, and 1,192 female slaves.

This state is a great thoroughfare for travellers, and for the transportation of merchandise between the north and south. A rail-road from *Amboy*, 23 miles south of New-York, to Camden on the Delaware, opposite Philadelphia, via Bordentown, 61 miles; and the *Delaware and Raritan canal*, for sea-vegal navigation, from New Brunswick, 7,631, to Lambert, below, and via Trenton, on the Delaware, 38 miles,—are in great progress and will soon be completed. The *Morris canal* from Newark, on the Passaic, to Easton, Penn. on the Delaware, 90-2 miles, is a successful operation. The *Patterson and Hudson River Rail-Road*, from Patterson to Jersey City, 14 miles, is in progress.

**PENNSYLVANIA.**—ADAMS Co. 19,370—21,379. *Gettysburgh*, 1,473. 34 S.W. by S. from Harrisburg, 76 from W. ALLEGHANY Co. 34,921—50,506. *Pittsburgh* city, 12,542. 201 W. 223. ARMSTRONG Co. 10,324—17,625. *Kittanning*, 1,620. 183 W. by N. 215. BEAVER Co. 15,340—24,906. *Beaver*, 914. 229 W. by N. 251. BEDFORD Co. 20,243—24,536. *Bedford*, 870. 105 W. by S. 126. BERKS Co. 46,275—53,357. *Reading*, 5,859. 52 E. by N. 143. BRADFORD Co. 11,554—19,069. *Towanda*, 128 N. by E. 239. BUCKS Co. 33,842—45,740. *Doylstown*, 107 E. 160. BUTLER Co. 10,193—14,683. *Butler*, 580. 204 W. by N. 236.

CAMBRIA Co. 3,287—7,079. *Ebensburgh*, 270. 131 W. by N. 178. CENTRE Co. 13,796—18,765. *Bellefonte*, 699. 85 N. W. 192. CHESTER Co. 44,451—50,908. *West Chester*, 1,938. 75 E. S. E. 115. CLEARFIELD Co. 3,342—4,803. *Clearfield*, 129 N. W. by W. 201. COLUMBIA Co. 17,621—20,049. *Danville*, 65 N. by E. 175. CRAWFORD Co. 9,397—10,005. *Madenville*, 1,070. 230 W. N. W. 297.

CUMBERLAND Co. 23,006—29,218. *Carlisle*, 2,523. 18 W. by S. 104. DAUPHIN Co. 21,653—25,303. *Harrisburg*, 4,311. 10 W. DELAWARE Co. 14,410—17,361. *Chester*, 645. 95 E. S. E. 121. ERIE Co. 8,533—16,906. *Erie*, 1,329. 272 N. W. by W. 333. FAYETTE Co. 37,285—29,237. *Uniontown*, 1,341. 184 W. by S. 193.

FRANKLIN Co. 21,852—35,103. *Clamersburgh*, 2,794. 48 S. W. by W. 90. GREENE Co. 15,554—18,028. *Waynesburgh*, 292 W. by S. 229. HUNTINGDON Co. 20,142—27,153. *Huntingdon*, 90 W. by N. 148. INDIANA Co. 8,882—14,251. *Indiana*, 433. 157 W. by N. 189. JEFFERSON Co. 561—2,225. *Brookville*, 165 N. W. by W. 238. LANCASTER Co. 68,336—76,558. *Lancaster*, 35 S. E. by E. 109.

LEBANON Co. 16,988—20,546. *Lebanon*, 7,704. 24 E. N. E. 134. LEHIGH Co. 18,895—22,266. *Allentown*, 85 E. N. E. 178. LUZERNE Co. 20,027—27,304. *Hilksbarre*, 2,233. 114 N. E. by N. 222.

LYCOMING Co. 13,517—17,637. *Williamsport* 87 N. by W. 196. MCKEAN Co. 728—1,439. *Smithport*, 200 N. W. by N. 273. MERCER Co. 11,681—19,731. *Mercer*, 656. 235 W. N. W. 267. MIFFLIN Co. 16,618—21,529. *Levittown*, 1,479. 55 N. W. by W. 162. MONTGOMERY Co. 35,793—39,404. *Norristown*, 1,826. 88 E. by S. 143.

NORTHAMPTON Co. 31,765—39,267. *Easton*, 101 E. N. E. 190. NORTHUMBERLAND Co. 15,424—18,168. *Sunbury*, 1,057. 52 N. 162. PERRY Co. 11,342—14,257. *New Bloomfield*, 3,229. 36 W. by N. 122.

PHILADELPHIA City and County, 137,097—188,961. *Philadelphia*, 98 E. S. E. 136. PIKE Co. 2,894—4,843. *Milford*, 157 N. E. by E. 249. POTTER Co. 1,86—1,265. *Coudersport*, 174 N. W. by N. 283.

SCHUYLKILL Co. 11,339—20,783. *Orwigsburgh*, 773. 59 N. E. 167. SOMERSET Co. 13,974—17,441. *Somerset*, 649. 143 W. by S. 165. SUSQUEHANNAH Co. 9,660—16,777. *Mountsoer*, 415. 163 N. N. E. 271.

TIOGA Co. 4,021—9,062. *Wellsborough*, 147 N. by W. 253. UNION Co. 18,619—20,749. *New Berlin*, 60 N. W. by W. 168. VENANGO Co. pop. 1820, 4,915. *Franklin*, 212 W. N. W. 279. WARREN Co. pop. 1820, 1,976. *Warren*, 240 N. W. 313. WASHINGTON Co. pop. 1820, 40,038. *Washington*, 212 W. 229.

WAYNE Co. 4,127—7,663. *Bethany*, 327. 162 N. E. by N. 265. WESTMORELAND Co. 30,540—38,400. *Greensburg*, 810. 170 W. 192. YORK Co. 38,759—42,658. *York*, 4,216. 24 S. by E. 87.

The population of Philadelphia in 1731 was 12,000—in 1753, 18,000—in 1790, 42,520—in 1800, 70,287—in 1810, 96,664—and in 1820, 119,325. The population of Pittsburgh, in 1800, 11,565—in 1830, by 17 and 18,000, including the suburbs.

There were in this state in 1830, 117,120 white males, and 112,085 do. females, under 5 years of age—74,351 wh. males, and 76,949 do. females, of 15 and under 20—120,862 wh. males, and 115,423 do. females, of 20 and under 30—46,536 wh. males, and 44,222 do. females, of 40 and under 50—28,060 wh. males, and 27,749 do. females, of 50 and under 60—1,919 wh. males, and 2,032 do. females, of 80 and under 90—217 wh. males, and 236 do. females, of 90 and under 100—37 wh. males, and 20 do. females, of 100 years and upwards. There were 712 white, and 36 colored persons, deaf and dumb—443 white, and 28 colored persons who were blind—and 15,365 aliens.

There are 7 Universities or Colleges in this state, the oldest of which is the *University of Pennsylvania*, in Philadelphia, founded in 1755, and of which W. H. De Lancey, D. D. is President.

The societies of Friends in this state are quite numerous; the *Episcopalians* have 60 ministers; the *Presbyterians* 429 churches, 248 clergy, and 38,873 communicants; the *Baptists*, 144 churches, 96 ministers, and 7,561 communicants; the *Methodists*, 140 preachers and 46,390 members; the *German Reformed Church*, 282 churches, and 73 ministers. The *Associate Presbyterians*, 39 congregations, 18 ministers, and 4,180 communicants; the *Evangelical Lutherans*, 2 synods; the *Dutch Reformed Church*, 6 churches and 6 ministers; the *United Brethren* have about 15 congregations; the *Unitarians*, 5 congregations and 3 ministers; the *Roman Catholics* are numerous, and there are some *Universalists*, *Jews*, and other sects.

Nothing can better illustrate the wise policy of the people of this state, than a good map of Pennsylvania. We there find canals and railroads intersecting the extensive and fertile territory of this state in almost every direction; crossing the Alleghany mountains to the Ohio river, reaching the northern and western lakes, and bringing the boundless treasures of her gold mines, and a vast inland commerce, to the banks of the Schuylkill and Delaware. Aggregate length of the canals in this state in 1831, 728 miles. State debt, \$12,512,520—state property, same year, \$15,174,187.

About a mile and a half from the centre of Philadelphia, stands *Fair Mount*, a beautiful and lasting monument of the enterprise and wisdom of the people of that city. At that place a dam is thrown across the river Schuylkill 900 feet in length. Suitable buildings are erected below, on the margin of the river, in which are a number of forcing pumps, which raise the water to a number of reservoirs on the top of the Mount, 102 feet above the surface of the river, and 56 feet above the highest ground in the city. These reservoirs constantly contain from 8 to 12 million gallons of water, and from 60 to 70 miles of pipe lead it into every section of the city. Ten million gallons can be raised daily. About two million gallons daily is the usual demand in summer months. The cost of the present works was \$432,512. Revenue in 1829, \$56,693. Since the city has been thus supplied with pure and wholesome water, the yellow fever has been almost a stranger within its limits.

**DELAWARE.**—KENT Co. 20,793—19,911. DOVER, 114 from W. NEWCASTLE Co. 27,899—29,710. *New-Castle*, 42 N. 103. *Wilmington*, 47 N. 108. SUSSEX Co. 24,057—27,118. *Georgetown*, 40 S. by E. 122.

There were in this state in 1830, 4,747 white males, and 4,646 do. females, under 5 years of age—3,179 white males, and 3,380 do. females, of 15 and under 20—2,036 wh. males, and 2,047 do. females, of 40 and under 50—201 wh. males and 263 do. females, of 60 and under 80—1 white female of 100 and upwards. There were 574 male slaves, and 506 female do. under 100 years of age—257 male slaves and 241 female do. of 24 and under 30—44 male slaves, and 49 female do. of 55 and under 100—and 3 slaves of each sex of 100 and upwards.

The *Delaware and Chesapeake Canal*, 13 1-2 miles in length, from Delaware city, on the Delaware river, 45 miles below Philadelphia, to a branch of the Chesapeake bay, about 70 miles from Baltimore, is a work of great national importance, inasmuch as it unites the great waters of the Delaware and Chesapeake by a safe navigation for sea vessels of ten feet draught of water, thus avoiding a tedious and often dangerous passage round cape Charles, of between three and four hundred miles. For the year ending June 1, 1831, 5,280 passages of vessels of different descriptions were made through this canal, with passengers, and merchandise of various kinds. The tolls received that year amounted to \$62,223. The cost of this canal exceeds two millions. The *Rail-road* from Newcastle on the Delaware to Frenchtown, Md. 16 miles, crossing this state in nearly the same direction with the canal, is in operation, and greatly facilitates the progress of travellers.

**MARYLAND.**—ALLEGHANY Co. 8,654—10,602. *Cumberland*, 165 W. N. W. from Annapolis, 132 from W. ANNE ARUNDEL Co. 27,165—29,295. ANNAPOLIS, 2,623. 37 from W. BALTIMORE Co. 96,201—120,826. *Baltimore city*, 80,625. 30 N. by W. 38. CALVERT Co. 8,073—8,899. *Prince Fredericktown*, 63 S. 56. CAROLINE Co. 10,008—9,070. *Denton*, 44 E. by S. 81. CHARLES Co. 16,500—17,666. *Port Tobacco*, 69 S. W. by S. 32. CECIL Co. 16,048—15,432. *Elkton*, 80 N. E. by N. 88. DORCHESTER Co. 17,759—18,685. *Cambridge*, 62 S. E. 99. FREDERICK Co. 40,459—45,793. *Frederick*, 4,427. 76 N. W. by W. 43. HARTFORD Co. 15,924—16,315. *Belair*, 53 N. E. by E. 61. KENT Co. 11,453—10,502. *Chestertown*, 47 N. E. by E. 82. MONTGOMERY Co. 16,400—19,816. *Rockville*, 52 W. by N. 15. PRINCE GEORGES Co. 20,216—20,473. *Upper Marlborough*, 23 S. W. 18. QUEEN ANN Co. 14,952—14,396. *Centreville*, 32 E. by N. 69.

ST. MARY'S Co. 12,974—13,455. *Leonardtown*, 82 S. by W. 63. SOMERSET Co. 19,579—20,155. *Princess Ann*, 107 S. E. 144. TALBOT Co. 14,389—12,947. *Easton*, 47 S. E. by E. 84. WASHINGTON Co. 23,075—25,205. *Hagerstown*, 3,371. 101 N. W. by W. 68. WORCESTER Co. 17,421—18,271. *Snowhill*, 127 S. E. 164.

The population of this state in 1660 was 12,000—in 1701, 25,000—and in 1773, 70,000 whites. The pop. of Baltimore in 1775, was 5,934—in 1790, 13,503—in 1800, 26,614—in 1810, 46,555—and in 1820, 62,738.

There were in this state in 1830, 23,732 white males, and 22,355 do. females, under 5 years of age—29,390 white males, and 27,245 females, of 20 and under 30—24 white, and 238 colored persons, of 100 years and upwards—132 white and 82 colored persons, deaf and dumb—156 white, and 117 colored persons, blind—and 4,833 aliens.

The *Baltimore and Ohio Rail-road*, from Baltimore to Cincinnati, 250 miles in length, will soon be completed; a considerable part of it is now in successful operation.

**DISTRICT OF COLUMBIA.**—WASHINGTON City and County, 15,976—21,830. *Georgetown*, 7,360—8,396. *ALEXANDRIA* and County, 9,703—9,608. There were in this District, 8,530, 2,345 white males, and 2,182 do. females, under 5 years; 2,705 wh. males, and 2,664 do. females, of 20 and under 30; 1,917 wh. males, and 1,751 do. females, of 30 and under 40; 25 wh. males, and 30 do. females, of 80 and under 90; 1 white, and 3 colored males, and 2 colored females, of 100 years and upwards; 12 white, and 3 colored persons, deaf and dumb; and 14 white, and 8 colored persons, blind; also ns, 673.

The City of Washington was planned under the direction of George Washington, in 1791, with his usual taste and judgment. The population of this city in 1800 was 3,210,—of which 623 were slaves, and 123 free colored persons; in 1820, 9,606 whites, 1,945 slaves, and 1,696 free colored persons; and in 1830, 13,379 whites, 4,319 slaves, and 3,139 free colored persons.

The Capitol in Washington is in a commanding position, 73 feet above tide water, and covers one and a half acres and 1,820 square feet of land, exclusive of its circular enclosure, and elegant area and glacier on the west front.

The President's House is 180 feet long by 85 wide, of free stone, 2 stories high, with a lofty basement. It occupies an elevated situation, in the centre of a large reservation of ground,—commanding a view to the south, extremely beautiful and were 19 for public worship, viz. for the *Episcopalians*, 3; *Presbyterians*, 4; *Catholics*, 2; *Methodists*, 3; *Friends*, 1; *Baptists*, 1; *Unitarians*, 1; and *Officers*, 2.

The expenditures in this city for the accommodation of the Government of the United States are \$4,254,858. The Capitol alone has cost \$2,432,844. The sales of, and present value of unsold lands, wharves, &c. in Washington, belonging to the United States, with donations from Virginia and Maryland of \$192,000, amount to \$4,139,846. The U. S. property in Washington is not taxed for city purposes.

*Columbia College*, about 1 1/2 miles north of the President's House,—in full view of the city and surrounding country, on a plot of land of 47 acres,—was founded 1821. Instructors, 4—Undergraduates, 50—Vols. in Libraries, 4,000. Stephen Chapin, D. D. President.

The number of deaths in Washington in 1831, 187 males, 193 children,—total, 380.

The *Chesapeake and Ohio Canal*, 363 miles in length, from Georgetown to the Ohio river, near Pittsburgh, Penn. is in progress, and will soon be in operation.

**VIRGINIA.**—There are 106 Counties in this State. *AUGUSTA* Co. 16,749—19,925. *Staunton*, 1,726. 121 N. W. by W. from Richmond, 163 from W. *DIXWIDDIE* Co. 13,762—18,637. *Petersburgh town*, 8,322. 22 S. 144. *HENRICO* Co. 11,600—12,738. *Richmond city*, 16,060. 123. *NORFOLK* Co. 15,478—14,998. *Norfolk borough*, 9,816. 114 S. E. 217. *OHIO* Co. 9,182—15,500. *Wheeling*, 5,221. 357 N. W. 264. *POTSYLVANIA* Co. 14,254—11,920.

The population of this state in 1642 was 20,000—in 1660, 30,000—in 1703, 60,000—in 1749, 85,000—and in 1763, 70,000 whites, and 100,000 negroes. In 1830, there were in this state 65,781 white males, and 62,404 do. females, under 5 years of age—60,225 wh. males, and 62,059 do. females, of 20 and under 30—8,967 wh. males, and 8,775 do. females, of 60 and under 70—23 white males, and 26 do. females, of 100 years and upwards. There were 43,214 male, and 40,833 female slaves, of 24 and under 36—3,537 free colored males, and 4,394 do. females, of 24 and under 36—322 colored persons of 100 years and upwards. There were also 422 white, and 132 colored persons deaf and dumb—374 white, and 445 colored persons who were blind—and 756 aliens.

The *Presbyterians* in this state have 104 churches, 90 clergy, and 7,508 communicants—the *Baptists* 337 churches, 192 ministers, and about 40,000 communicants—the *Methodists*, 77 preachers and 27,947 members—the *Episcopalians*, 45 ministers—the *Friends* have many societies—and there are some *Lutherans*, *Roman Catholics* and *Jews*.

There are four colleges in this state, whose aggregate number of students is 267.

**NORTH CAROLINA.**—There are 64 Counties in this state. *GRAVEN* Co. 13,394—14,325. *Newbern*, 3,775. 120 S. E. by E. from Raleigh, 37 from W. *CUMBERLAND* Co. 14,446—14,824. *Fayetteville*, 2,868. 61 S. by W. 347. *ROWAN* Co. 26,000—20,736. *Salisbury*, 1,613. 118 W. 379. *WAKE* Co. 26,102—20,417. *Raleigh*, 1,700. 270.

The population of this state in 1701 was 5,000—in 1749, 45,000—in 1763, 95,000 whites. There were in this state in 1830, 27,475 free colored males, and 93,045 do. females, of 20 and under 60—34,125 male, and 33,018 female slaves, of 24 and under 55—194 white, and 79 colored persons deaf and dumb—215 white, and 157 colored persons, blind—and 206 aliens.

The University of N. C. was founded 1791. Alumni, 434—Instructors, 9—Undergraduates, 69—Vols. in Libraries, 4,800. The *Baptists* in this state have 272 churches, 139 ministers, and 15,530 communicants—the *Presbyterians* 126 churches and 1,888 communicants—the *Methodists*, 32 preachers and 12,640 members—the *Lutherans*, 43 congregations, and 1,888 communicants—the *Episcopalians*, 11 ministers—the *United Brethren*, 1,727 members—and the *Friends*, a number of societies.

**SOUTH CAROLINA.**—*ABBEVILLE* District, 23,167—28,134. *Abbeville*, 100 W. by N. from Columbia, 534 from W. *CHARLESTON* Dist. *Charleston*, 110 S. E. by S. 544. *GEORGETOWN* Dist. 17,603—19,943. *Georgetown*, 134 E. S. E. 482. *LAURENS* Dist. 17,682—20,663. *Laurens C. H.* 79 N. W. by W. 498.

The population of this state in 1701 was 7,000—in 1749, 30,000—in 1765, 40,000 whites and 90,000 people of color. The population of Charleston in 1790 was 16,359—in 1800, 18,712—in 1810, 24,711—in 1820, 24,780—and in 1830, 30,290. There were in this state in 1830, 25,131 white, and 23,727 do. females, under 5 years of age—50,097 white males, and 49,215 do. females, of 20 and under 60—33 white, and 307 colored persons, of 100 and upwards—172 white, and 67 colored persons deaf and dumb—99 white, and 129 colored persons blind—and 498 aliens. There were in this state in 1830, 51,411 male slaves and 54,742 female do. of 24 and under 55—1,046 free colored males, and 1,292 do. females, of 24 and under 55.

The *Methodists* in this state have 54 preachers and 2,500 members—the *Baptists*, 159 churches, 131 ministers, and 12,320 communicants—the *Presbyterians*, 77 churches, 46 ordained ministers, and 6,671 communicants—the *Episcopalians*, 34 ministers—there are also some of other denominations.

There are two colleges in this state, whose aggregate number of Alumni is 517—Undergraduates, 179—Vols. in Lib. 11,000. *A Rail-Road*, 135 miles in length, from Hamburg, on the Savannah river, opposite to Augusta, Geo. to the city of Charleston, is in progress: part of it is in operation.

**GEORGIA.**—There are 76 Counties in this state. *BALDWIN* Co. 5,665—7,989. *Milledgeville*, 1,599. 642 from W. *CHATHAM* Co. 14,737—14,230. *Savannah*, 7,303. 167 S. E. by E. 662. *RICHMOND* Co. 8,608—11,644. *Augusta*, 6,696. 90 E. N. E. 580.

There were in this state in 1830, 33,111 white males, and 30,971 do. females, under 5 years of age—58,280 wh. males, and 51,372 do. females, of 20 and under 60—32,463 male slaves, and 32,840 female do. of 24 and under 55—35 white, and 301 colored persons of 100 years and upwards—147 white, and 56 colored persons, deaf and dumb—143 white, and 119 colored persons, blind—and 86 aliens.

The University of Georgia, at Athens, 76 miles north from Milledgeville, was founded 1785. Alumni, 256; Instructors, 7; Undergraduates, 95; Vols. in Libraries, 4,250.

In this state the *Roman Catholics* have 3 churches and three ministers; the *Christians* 3 churches and 28 ministers; the *Presbyterians*, 55 churches, 31 ministers, and 3,034 communicants; the *Episcopalians*, 4 churches and 4 ministers; the *Baptists*, 390 churches, 205 ministers, and 31,797 communicants; and the *Methodists*, 64 preachers and 27,938 members.

**ALABAMA.**—This state has 36 counties. *DALLAS* Co. *Cahaba*, 96 S. by E. from Tuscaloosa, and 886 from W. *LAUDERDALE* Co. *Florence*, 148 N. by W. 796. *MOBILE* Co. *Mobile*, 226 S. by W. 1,033. *TUSCALOOSA* Co. *Tuscaloosa*, 858. *Mobile* is the largest town in this state, population 3,194.

There were in this state in 1830, 17,347 white males, and 14,463 do. females, of 20 and under 30—11,076 male slaves, and 11,790 female do. of 24 and under 36—182 free col. males, and 126 do. females, of 24 and under 36—14 white, and 62 col.

The *Baptists* in this state have 219 churches, 130 ministers, and 45,000 communicants; the *Methodists*, 44 preachers and 13,504 members; the *Presbyterians*, 38 churches, 27 ordained ministers, and 1,669 communicants; the *Episcopalians*, 2 ministers; the *Roman Catholics*, 9 ministers.

**MISSISSIPPI.**—This state is divided into 26 counties. *ADAMS* Co. *Natchez*, 112 S. W. by S. from Jackson, 1146 from W. *HINDS* Co. *Jackson*, 1035. *JEFFERSON* Co. *Fayette*, 92 S. W. by S. 1127. *WILKINSON* Co. *Woodville*, 148 S. S. W. 1182. Population of Natchez, the largest town, 2,790.

There were in this state in 1830, 15,869 white males, and 11,059 do. females, of 20 and under 60; 10,425 male slaves, and 10,176 female do. of 24 and under 55; 2 white and 45 colored persons of 100 and upwards; 29 white and 11 colored persons deaf and dumb—25 white, and 28 colored persons blind, and 82 aliens.

The *Episcopalians* in this state have 4 ministers; the *Presbyterians* 25 churches, 21 ordained ministers, and 940 communicants; the *Methodists*, 23 preachers and 5,918 members; the *Baptists*, 58 churches, 12 ministers, and 1,714 communicants; and there are some *Roman Catholics*.

**LOUISIANA.**—This state is divided into 31 parishes. *ASCENSION* P. 3,728—5,400. *Donaldsonville*, 75 W. 4151—50,163. *NEW ORLEANS*, 1,263 from W.

The population of the French colony of Louisiana in 1763 was 11,496; of New Orleans in 1810, 17,242; in 1820, 27,176.

There were in this state in 1830, 10,462 white males, and 6,940 do. females, of 20 and under 30—15,762 male, and 13,409 female slaves of 24 and under 36—10 white persons and 76 slaves of 100 years and upwards—45 white, and 23 colored persons deaf and dumb—28 white, and 80 colored persons who were blind—and 1,700 idiots.

The country around New Orleans is so exceedingly level that the *Rail Road* from that place to Lake Ponchartrain, a distance of 41-2 miles, perfectly straight, has a rise and fall of only 16 inches.

**MISSOURI.**—This state has 33 counties. *COLE* Co. *JEFFERSON CITY*, 980 from W. *St. LOUIS* Co. 10,049—14,907. *St. Louis*, 8,850. 134 E. by N. 856. There were in this state in 1830, 11,150 white males, and 8,854 do. females, of 20 and under 30—2,058 male, and 2,195 female slaves, of 24 and under 36—4 white, and 47 colored persons of 100 years and upwards—9 white, and 3 colored persons deaf and dumb—28 white, and 7 colored persons blind—and 155 aliens.

**TENNESSEE.**—There are 62 counties in this state. DAVIDSON Co. 50,154—22,523. NASHVILLE, 5,566, 714 from W. JACKSON Co. 7,593—9,902. *Gainsborough*, 79 N. E. by E. 652. KNOX Co. 13,034—14,498. *Knobville*, 199 E. by N. 516. LINCOLN Co. 14,761—22,086. *Fayetteville*, 73 S. by W. 722. MAURY Co. 23,141—28,153. *Columbia*, 43 S. W. by S. 733. MONTGOMERY Co. 12,210—14,365. *Clarksville*, 46 N. W. by W. 746. RUTHERFORD Co. 19,452—26,133. *Madisonborough*, 33 S. E. 686. WASHINGTON Co. 9,557—10,955. *Jonesborough*, 208 E. by N. 420. WILLIAMSON Co. 20,640—26,608. *Franklin*, 18 W. by N. 732.

There were in this state in 1830, 14,716 white males, and 42,858 do. females, of 20 and under 30—11,264 male, and 12,221 female slaves, of 24 and under 36—56 whites, and 93 slaves of 100 years and upwards—180 white, and 26 colored persons deaf and dumb—177 white, and 41 colored persons blind—and 121 aliens.

**ILLINOIS.**—There are 52 counties in this state. CRAWFORD Co. 3,022—3,113. *Palestine*, 118 E. from V. (by the mail route), 718 from W. FAYETTE Co. VANDALIA, 781 from W. GREENE Co. CARROLLTON, 106 W. N. W. 887. JO DAVISS Co. *Galena*, 326 N. by W. 990. MADISON Co. *Edwardsville*, 55 W. W. E. 836. MORGAN Co. *Jacksonville*, 115 N. W. by W. 837. RANDOLPH Co. *Kaskaskia*, 95 S. S. W. 867. SANGAMON Co. *Springfield*, 79 N. W. 801.

There were in this state in 1830, 14,708 white males, and 12, 279 do. females, of 20 and under 30—2,856 white males, and 2,021 do. females, of 50 and under 60—5 white, and 7 colored persons, of 100 years and upwards—64 white persons deaf and dumb—36 white, and 3 colored persons, blind—and 447 aliens. A canal is in progress, 70 miles in length, to unite the Illinois River with Lake Michigan.

**INDIANA.**—This state is divided in 64 counties FLOYD Co. 2,776—6,363. *New Albany*, 121 S. E. from E. from I. 594 from W. JEFFERSON Co. 8,038—11,465. *Madison*, 85 S. S. E. 576. KNOX Co. 5,437—6,557. *Vincennes*, 126 S. W. 693. MARION Co. INDIANAPOLIS, 573. SWITZERLAND Co. 3,934—7,111. *Vevay*, 105 S. E. by S. 556. WASHINGTON Co. 9,039—13,972. *Salem*, 91 S. 613.

There were in this state in 1830, 27,677 white males, and 26,170 do. females, of 20 and under 30—3,189 white males, and 2,175 do. females, of 60 and under 70—12 white, and 7 colored persons of 100 years and upwards—104 white, and 1 colored persons deaf and dumb—72 white, and 2 colored persons, blind—and 280 aliens.

**KENTUCKY.**—This state has 83 counties. BOURBON Co. 17,664—18,434. *Paris*, 1,219, 43 E. from Frankfort, 516 from W. CHRISTIAN Co. 10,459—12,694. *Hopkinsville*, 1,363, 206 S. W. by W. 745. FAYETTE Co. 23,250—25,174. *Lexington*, 6,104, 25 S. E. by S. 534. FRANKLIN Co. 10,024—9,251. FRANKFORT, 1,680, 531. JEFFERSON Co. 20,768—24,002. *Louisville*, 10,352, 52 W. S. O. LOVAIN Co. 14,423—13,002. *Russellville*, 1,358, 171 S. W. 711. MASON Co. 13,588—16,083. *Maysville*, 2,040, 67 N. E. by E. 478. NELSON Co. 18,373—14,016. *Bardston*, 1,625, 55 S. W. 606. SCOTT Co. 14,219—14,677. *Georgetown*, 1,344, 17 E. by N. 534. SHELBY Co. 21,047—19,039. *Shelbyville*, 1,801, 21 W. 573. There were in this state in 1830, 54,228 white males, and 50,701 do. females, under 5 years of age; 43,384 white males, and 41,579 do. females, of 20 and under 30; 13,366 male slaves, and 14,177 female do. of 24 and under 36; 38 white, and 128 colored persons of 100 years and upwards; 233 white, and 42 colored persons deaf and dumb; 156 white, and 78 colored persons who were blind—and 173 aliens.

There are 6 colleges in this state, whose aggregate number of students is 496. The Baptists in this state have 25 associations, 442 churches, 289 ministers, and 37,530 communicants; the Methodists, 77 preachers, and 23,935 members; the Presbyterians, 103 churches, 61 ordained ministers, and 7,832 communicants; the Episcopalians, 5 ministers; the Cumberland Presbyterians are numerous; and there are about 30 Roman Catholic priests.

**OHIO.**—ADAMS Co. 10,406—12,278. *West Union*, 429, 101 S. S. W. from Columbus, 460 from W. ALLEN Co. Wapakonetta (a new county) 110 N. W. by W. 507. ASHTABULA Co. 7,382—14,584. *Jefferson*, 570, 191 N. E. 325. ATHENS Co. 6,338—9,763. *Athens*, 729—73 S. E. 344. BELMONT Co. 20,329—23,412. *St. Clairsville*, 789, 124 E. 275. BROWN Co. 13,556—17,807. *Georgetown*, 325, 104 S. S. W. 480. BUTLER Co. 21,716—27,044. *Hamilton*, 1,097, 101 W. S. W. 488. CHAMPAIGN Co. 8,479—12,130. *Urbana*, 1,102, 50 W. N. W. 447. CLARK Co. 9,533—13,074. *Springfield*, 1,080, 43 W. 439. CLEMONT Co. 15,820—20,408. *Daleville*, 428, 109 S. W. by S. 476. CLINTON Co. 8,065—11,322. *Frankton*, 607, 67 S. W. 444. COLUMBIANA Co. 22,033—35,508. *New Lisbon*, 1,138, 152 E. N. E. 282. COSHOCTON Co. 7,085—11,162. *Coshocton*, 333, 84 N. E. S. 336. CRAWFORD Co. (new) pop. in 1830, 4,778. *Cucyrus*, 598, 69 N. 409. CUYAHOGA Co. 6,348—10,360. *Cleveland*, 1,076, 138 N. E. by N. 354. DARR Co. 3,717—6,803. *Greenville*, 160, 103 W. by N. 501. DELAWARE Co. 7,639—11,523. *Delaware*, 532, 23 N. 419. FAIRFIELD Co. 16,653—24,788. *Lancaster*, 1,530, 28 S. E. 372. FAYETTE Co. 6,316—8,180. *Washington*, 300, 45 S. W. by S. 432. FRANKLIN Co. 10,292—14,766. *Columbus*, 2,437, 396. GALLIA Co. 7,098—9,733. *Gallipolis*, 755, 108 S. E. 362. GEauga Co. 7,791—15,813. *Chardon*, 881, 157 N. E. 332. GREENE Co. 10,529—15,084. *Xenia*, 919, 57 W. S. W. 453. GUERNSEY Co. 9,292—18,096. *Cambridge*, 518, 83 E. 314. HARDIN Co. (new) Hardy, 69 W. by N. 436. HAMILTON Co. 31,764—52,321. *Cincinnati*, 24,831, 112 S. W. 497. HANCOCK Co. (new) pop. in 1830, 813. *Findlay*, 52, 114 N. W. 502. HARRISON Co. 14,345—20,930. *Cadiz*, 820, 124 E. by N. 278. HENRY Co. (new) *Damascus*, 161 N. W. 485. HIGHLAND Co. 12,308—16,347. *Hillsborough*, 564, 74 S. S. W. 441. HOCKING Co. 2,130—4,008. *Logan*, 97, 47 S. E. 370. HOLMES Co. (new) pop. in 1830, 9,133. *Millersburg*, 319, 80 N. E. 341. HURON Co. 6,675—13,345. *Norwalk*, 310, 113 N. by E. 399. JACKSON Co. 3,746—5,974. *Jackson*, 329, 74 S. S. E. 387. JEFFERSON Co. 18,531—22,489. *Stubenville*, 2,937, 149 E. by N. 260. KNOX Co. 8,326—17,124. *Mount Vernon*, 1,021, 45 N. E. 375. LAWRENCE Co. 3,499—5,366. *Burlington*, 149, 135 S. by E. 405. LICKING Co. 11,861—20,864. *Newark*, 999, 34 E. by N. 362. LORAIN Co. (new) pop. in 1830, 5,696. *Elyria*, 668, 130 N. N. E. 377. LOGAN Co. 3,181—6,442. *Belle Fontaine*, 206, 62 W. N. W. 458. MADISON Co. 4, 799—6,156. *London*, 219, 27 W. S. W. 423. MARION Co. (new) pop. in 1830, 6,558. *Marion*, 287, 47 E. 416. MEDINA Co. 3,082—7,500. *Medina*, 622, 111 N. E. by N. 357. MEIGS Co. 4,480—6,159. *Chester*, 164, 94 S. E. 343. MERCER Co. (new) pop. in 1830, 1,110. *St. Mary's*, 92, 111 W. N. W. 508. MIAMI Co. 8,851—12,806. *Troy*, 504, 78 W. by N. 474. MONROE Co. 4,645—8,770. *Woodfield*, 157, 140 E. by S. 294. MONTGOMERY Co. 15,999—24,252. *Dayton*, 2,965, 68 W. by S. 402. MORGAN Co. 5,297—11,796. *McConnelsville*, 367, 70 E. S. 340. MUSKINGUM Co. 17,824—20,325. *Zanesville*, 3,094, 59 E. 336. PAULDING Co. (new) PERRY Co. 8,429—14,018. *Sammertown*, 576, 46 E. S. E. 354. PICKAWAY Co. 13,149—15,935. *Circleville*, 1,136, 36 S. 294. PIKE Co. 4,233—6,024. *Pikeston*, 371, 65 S. 400. PORTAGE Co. 10,095—18,827. *Wesley*, 806, 127 N. E. 320. PREBLE Co. 10,237—16,255. *Eaton*, 511, 92 W. by S. 488. PUTNAM Co. (new) *Sugar Grove*, 148, 5 W. by N. 538. RICHLAND Co. 9,160—24,007. *Mansfield*, 840, 71 N. E. 380. ROSS Co. 20,619—24,033. *Chillicothe*, 2,846, 45 S. 404. SANDUSKY Co. 852—2,851. *Lower Sandusky*, 551, 103 N. 428. SCIOTO Co. 5,750—8,770. *Fortsmonth*, 1,064, 91 N. S. 421. SENECA Co. (new) pop. in 1830, 5,148. *Tiffin*, 248, 85 N. 431. SHELBY Co. 2,106—3,671. *Sydney*, 240, 86 W. N. W. 482. STARK Co. 12,406—26,784. *Canton*, 1,257, 116 N. E. by E. 319. TRUMBULL Co. 15,546—26,154. *Warren*, 510, 157 N. E. 297. TUSCARAWAS Co. 8,328—14,298. *New-Philadelphia*, 410, 107 E. N. E. 314. UNION Co. 1,999—3,192. *Marysville*, 142, 37 N. W. 433. VAN WERT Co. (new) *Wilshire*, 146, N. W. 533. WARREN Co. 17,837—21,493. *Lebanon*, 1,157, 83 S. W. by W. 468. WASHINGTON Co. 10,425—11,731. *Marietta*, 1,207, 106 E. S. E. 304. WAYNE Co. 11,933—23,344. *Wooster*, 97, 86 N. E. 347. WILLIAMS Co. (new) *Defiance*, 175 N. W. by N. 511. WOOD Co. 733—1,095. *Perrysburgh*, 182, 135 N. W. by W. 460.

There were in this state in 1830, 96,364 white males, and 89,766 do. females, under 5 years of age—51,160 do. males, and 52,779 do. females, of 15 and under 20—81,016 do. males, and 75,442 do. females, of 20 and under 30—31,051 do. males, and 27,461 do. females, of 40 and under 50—3,628 do. males, and 2,969 do. females, of 70 and under 80—21 do. males, and 8 do. females, of 100 and upwards—446 white persons deaf and dumb—251 do. blind—and 5,244 aliens.

The Presbyterians in this state have 346 churches, 192 ordained ministers, and 22,150 communicants—the Methodists, 91 preachers, and 36,000 members—the Baptists, 240 churches, 140 ministers, and 8,800 communicants—the Associate Presbyterians, 65 congregations, 20 ministers, and 4,225 communicants—the Lutherans, 37 ministers, 8,700 communicants—the Episcopalians, 16 ministers—the German Reformed, 82 congregations, and 3,700 communicants—the New Jerusalem Church, 4 societies—the Friends and Roman Catholics are numerous, and there are some Unitarians, Universalists, and Shakers.

There are 5 colleges in this state, whose aggregate number of students in 1831, was 284. The number of steam-boats built on the western waters from 1811 to 1831, inclusive, was 346, of which 111 were built at Cincinnati. The Ohio State Canal from Cleveland, on Lake Erie, to Fortsmith, at the union of the Scioto and Ohio rivers, 346 miles below Pittsburg, 306 miles in length, is partly in operation; the whole will soon be completed; making, with the Miami Canal, from the Maumee on Lake Erie, to Cincinnati, 571 miles of canal passing through this state, connecting the Ohio river with the great lakes.

The population of Cincinnati in 1800, was 750—in 1810, 2,540—in 1820, 9,642—and in 1831, 28,014.

**MICHIGAN TERRITORY.**—(17 counties.) BROWN Co. Green Bay Settlement, 511 N. W. by W. from Detroit, and 1,037 from W. CRAWFORD Co. *Prairie du Chien*, 600 W. by N. 1,060. MICHLINACKINAC Co. *Mackinac*, 321 N. N. W. 487. WAYNE Co. DETROIT, population of D. in 1830, 2,922, 526.

There were in this territory in 1830, 4,033 white males, and 2,512 do. females, of 20 and under 30—660 white males, and 385 do. females, of 50 and under 60—1 white male of 100 years and upwards—13 whites deaf and dumb—4 do. blind—and 1,453 aliens.

**ARKANSAS TERRITORY.**—(23 counties.) ARKANSAS Co. *Arkansas*, 114 S. E. by E. from L. R. 1,064 from W. INDEPENDENCE Co. *Batesville*, 102 N. by E. 1,044. PULASKI Co. *Little Rock*, 1,068. WARM SPRING Co. *Warm Spring*, 60 W. by S. 1,128.

There were in this territory in 1830, 2,832 white males, and 2,009 do. females, of 20 and under 30—386 male slaves, and 400 female do. of 24 and under 36—2 slaves of 100 years and upwards—8 white, and 5 colored persons deaf and dumb—8 white, and 2 colored persons blind—and 8 aliens.

**FLORIDA TERRITORY.**—(15 counties.) ESCAMBA Co. *Pensacola*, 342 W. from T. 1,050 from W. LEON Co. TALLAHASSEE, 896. SLJOHN'S Co. *St. Augustine*, 292 E. S. E. 841.

There were in this territory in 1830, 2,171 white males, and 1,447 do. females, of 20 and under 30—10 white males, and 10 white females, of 80 and under 90—and 1 white male of 100 years and upwards—there were 1,830 male slaves, and 1,561 female do. of 24 and under 36—6 white, and 30 colored persons, deaf and dumb—3 white, and 16 colored persons who were blind—and 221 aliens.

**PRESIDENTS OF THE UNITED STATES.**—George Washington, Vir. from 1789 to 1797. Born February 22, 1732; died December 14, 1799. John Adams, Mass. from 1797 to 1801. Born October 19, 1735; died July 4, 1826. Thomas Jefferson, Vir. from 1801 to 1809. Born April 2, 1743; died July 4, 1826. James Madison, Vir. from 1809 to 1817. Born March 5, 1751. James Monroe, Vir. from 1817 to 1825. Born April 2, 1758; died July 4, 1831. John Quincy Adams, Mass. from 1825 to 1829. Born July 11, 1767. Andrew Jackson, Ten. from 1829. Born March 15, 1767. Salary \$25,000 per annum.

**VICE PRESIDENTS OF THE UNITED STATES.**—John Adams, Mass. from 1789 to 1797. Thomas Jefferson, Vir. from 1797 to 1801. Aaron Burr, N. Y. from 1801 to 1805. George Clinton, N. Y. from 1805 to his decease, April 20, 1812. Elbridge Gerry, Mass. from 1813 to his decease, November 23, 1814. Daniel D. Tompkins, N. Y. from 1817 to 1825. John C. Calhoun, S. C. from 1825 to 1833. Martin Van Buren, N. Y. from 1833. Salary \$5,000 per annum.

**SECRETARIES OF STATE OF THE UNITED STATES.**—Thomas Jefferson, Vir. from 1789 to 1794. Edmund Randolph, Vir. from 1794 to 1795. Timothy Pickens, Mass. from 1795 to 1800. John Marshall, Vir. from 1800 to 1801. James Madison, Vir. from 1801 to 1809. Robert Smith, Maryland, from 1809 to 1811. James Monroe, Vir. from 1811 to 1817. John Q. Adams, Mass. from 1817 to 1825. Henry Clay, Ken. from 1825 to 1829. Martin Van Buren, N. Y. from 1829 to May, 1831. Edward Livingston, Lou. from May, 1831, to July 1833. L. McLane, Del. from July 1833. Salary \$6000 per annum.

**JUDICIARY OF THE UNITED STATES.**—*Chief Justice*, John Marshall, Richmond, Vir. appointed 1801; salary, \$5000. *Associate Justices*, Wm. Johnson, Charleston, S. C. appointed 1804; salary \$5000. Gabriel Duvall, Marietta, Md. 1811; \$4500. Joseph Story, Cambridge, Mass. 1811; \$4500. Smith Thompson, N. Y. 1823; \$4500. John McLean, Cincinnati, Ohio, 1829; \$4500. Henry Baldwin, Pittsburgh, Pa. 1830; \$4500. Peter V. Daniel, Virginia, Attorney General; \$3500. Richard Peters Jun. Reporter; \$1000. William T. Carroll, Clerk. Salary, fees of office. Annual Term at Washington, second Monday in January.

**TREASURY OF THE UNITED STATES.**—Roger B. Taney, Secretary. The Secretary of the Treasury superintends all the fiscal concerns of the government, and recommends to Congress measures for improving the revenue. All accounts of the government are settled at this office, to which are attached two Comptrollers, five Auditors, a Treasurer, and a Register. Joseph Anderson first, & J. B. Thornton second Comptroller; Richard Harrison first, William B. Lewis second, Peter Hagner third, Amos Kendall fourth, and Stephen Pleasanton fifth Auditor; John Campbell Treasurer; and Thomas L. Smith Register. There were 140 clerks employed in this office in 1830. The salaries of the various officers and clerks, the same year, amounted to \$191,150.

The Public debt of the U. S. for 1791, \$75,169,974. Receipts for the same year, \$10,210,026. Expenditures, \$7,207,539. For 1800, \$81,633,325. Receipts, \$12,451,184. Expenditures, \$11,989,740. For 1810, \$53,156,532. Receipts, \$12,144,207. Expenditures, \$13,319,987. For 1816, \$123,016,375. Receipts, \$57,171,422. Expenditures, \$18,244,496. For 1820, \$91,015,566. Receipts, \$20,881,494. Expenditures, \$21,763,025. For 1825, \$83,788,433. Receipts, \$26,840,858. Expenditures, 23,585,805. For 1829, \$18,565,405. Receipts, \$24,767,122. Expenditures, 25,071,018. Public debt 1833, \$7,001,699.

The estimated balance in the Treasury, January 1, 1833, was \$1,644,108. These receipts and expenditures include all direct taxes, loans, treasury notes, &c., and payments of the public debt.

The amount of imports for the year ending September 30, 1830, was \$70,876,920; of which \$61,035,739 were in American, and \$9,841,181 in foreign vessels. Exports, the same year, \$73,849,508, of which \$53,462,029 were domestic, and \$14,387,479, foreign articles. 967,227 tons of American shipping entered, and 971,760 tons cleared from ports in the U. S. Total American tonnage in 1829, 1,260,798.

In 1829, 57,284 tons of shipping were engaged in the whale fishery; and 100,796 tons in other fisheries. The total amount of duties collected on American tonnage, in 1829, was \$1,732,034. The tonnage of vessels built, registered and enrolled, in the U. S. in 1829, was 77,098 tons.

**ARMY OF THE UNITED STATES.**—Lewis Cass, Secretary of War; Alexander Macomb, Major General; E. P. Gaines, and W. Scott, Brigadier Generals; T. S. Jessup, Qr. Master General; Colonel Nathan Towson, Paymaster General; Joseph Lovell, Surgeon General; and Charles Gratiot, Chief Engineer. The army consists of four regiments of artillery, and seven regiments of infantry. The western department of the army is under the command of General Gaines, the eastern, under the command of General Scott.

The whole army consists of 6,190 officers and men. There are 58 military posts and arsenals in the United States, besides others in a state of forwardness. In times of foreign invasion, insurrection, or rebellion, the militia of the several states is under the command of the general government. The number of which, in 1830, is stated in the table.

The Military Academy at West Point, in New York, was established in 1802. Col. R. E. De Russey, is Superintendent and Commandant. The number of cadets is limited to 250. The academy is generally full. From the establishment of this institution to September 2, 1828, there had been 1289 cadets admitted; 540 commissioned; 477 resigned; 162 discharged; 20 had died; and in 1830, 213 remained. The cost of this establishment to 1828, was \$1,185,421.

From 1795 to 1817 inclusive, there were made at the Armory, at Harper's Ferry, Vir., 82,727 muskets, 11,870 repaired, and 4,100 pistols; at Springfield, Mass., there were made 125,559 muskets, 1,202 carbines, and 45,800 repaired. The expenses at the latter place for purchases, buildings, repairs, &c. was \$1,820,122. The number of muskets manufactured in the United States' armories in 1832, was 25,500; Hall's rifles, 4,360; screw drivers, 16,961; wipers, 26,560; arm chests, 716; and various other articles. Expenditures, \$405,944.

**NAVY OF THE UNITED STATES.**—L. Woodbury, Secretary of the Navy. John Rodgers, Isaac Chauncey and Charles Morris, Commissioners; C. W. Goldsborough, Secretary of the Board. There are 40 Captains; 37 Masters Commandant; 260 Lieutenants; 44 Surgeons; 42 Purasers; 9 Chaplains; and 12 Navy Agents. Sannuel Humphreys, Chief Naval Constructor. There are 7 Navy Yards in the United States. William M. Crane, Commandant at Portsmouth, N. H.; Jesse D. Elliott, at Charlestown, Mass.; Chas. G. Ridgley, at Brooklyn, N. Y.; James Barron, at Philadelphia, Penn.; Isaac Hull, at Washington, D. C.; Lewis Warrington, at Gosport, Vir.; and Alexander J. Dallas, at Pensacola, Florida.

There are 7 ships of 74 guns each; 7 frigates of 44 guns, and 3 of 36 guns; two sloops of war of 24 guns, and 13 of 18 guns; and 8 schooners, which are either on the stations of the Mediterranean, West Indies, Brazil, or Pacific Ocean, or lying in ordinary at the several naval depots. There are also 5 ships of the line, and 7 frigates of the first class on the stocks, and which can be launched and ready for sea on a few months' notice. The frigate Constitution, otherwise called "Old Iron Sides," the victor of the Guerriere, on the 10th August, 1812; of the Java, on the 24th of December following; and of the Cyane and Levant, in February, 1815, was built at Boston, in 1797, and cost \$302,719.

The annual cost of a 74 gun ship on a cruise, is \$180,360; the same in ordinary, \$6,433. Of a 44 gun frigate on a cruise, \$112,000; in ordinary, \$5,000. Complement of a 74, 656 men; of a 44, 450; and of a sloop of war, first class, 184 men. The cost of a 36 to a 74 gun ship, is estimated at \$4,500 per gun; of a 32, \$4,000; and of a 20 gun ship, \$3,500 per gun.

Two dry docks of sufficient capacity for the largest vessels have lately been completed, one at Norfolk, the other at Charlestown. They are constructed of hewn granite of univallied masonry. The latter is 341 feet in length, 80 in width, and 30 in depth; and cost \$652,482. The Constitution made the introductory visit to that at Charlestown, on the 24th of June, 1833, and the North Carolina, 74, to that at Norfolk, on the 27th of August following. The dock at Norfolk cost \$572,220.

POST OFFICE DEPARTMENT OF THE U. S.—William T. Barry, Post Master General. Salary \$6,000—(the same as to the Secretaries of the Treasury, Army, and Navy.)

In the year 1790, there were 75 Post Offices in the United States, 1875 miles of post roads: the receipts of the Post Office were \$37,935, expenditures \$32,140. In 1800, there were 903 Post Offices, 20,817 miles of post roads: receipts \$280,804, expenditures \$213,994. In 1810, there were 2300 Post Offices, 36,406 miles of post roads: receipts \$551,684, expenditures \$495,969. In 1820, there were 4,500 Post Offices, 72,492 miles of post roads: receipts \$1,111,927, expenditures \$1,160,926. In 1829, there were 8,004 Post Offices, 115,000 miles of post roads: receipts \$1,850,583, expenditures \$1,932,708. The mail, in 1832, was transported by coaches, steam boats, sulkeys, and on horseback 23,625,021 miles. Rates of Postage:—for every letter of a single sheet, not over 30 miles, 6 cents; over 30 to 80 miles, 10 cents; over 80 to 150 miles, 12½ cents; over 150 to 400 miles, 18½ cents; over 400 miles, 25 cents. Double, triple, and quadruple letters, in the same ratio. No letter can be charged with more than quadruple postage, unless its weight exceeds one ounce *avoirdupois*.

Newspapers, or one sheet of printed paper, not over 100 miles to any state, and to any distance in the state where printed, 1 cent; over 100 miles out of the state where printed, 1½ cents. Magazines and pamphlets, for every 100 miles, 4 cents per sheet; over 100 miles, 6 cents. If published *periodically*, for 100 miles, 1½ cents; over 100 miles, 2½ cents. There are between 60 and 70 persons employed in this office. About 10,000 accounts are balanced and settled quarterly. Upwards of 350,000 *dead letters* were returned to this office in 1829. The revenue arising from the General Post Office, has, in a great measure, been expended in the extension and improvement of the establishment.

The privilege of franking, and receiving letters free of postage, is given to the following persons, *viz.*

President and Vice Pres't. of U. S. Sect's. of State, Treasury, War, and Navy, P. M. General and Ass'ts P. M. Gen. Att'y. Gen., Compt's. of the Treasury, Aud'ts., Reg. Treas., Comm'r. of the Gen. Land Office, Ex-Presidents of the U. S., Members of Congress (during the Session, and 60 days before and after the same,) Comm's of the Navy Board, Adj't. Gen. Comm'y. Gen. Insp's. Gen. Quart. Mas. Gen. Fay Mast. Gen. Sect'y. of the Senate, Clerk of the H. of Rep. Sup'nt. of the Patent Office; and P. Masters, not to exceed half an ounce in weight, and one daily newspaper.

UNITED STATES MINT.—This institution commenced operations in 1792, at Philadelphia, where it has always been located. A spacious and splendid edifice for its accommodation was commenced in that city in 1829, and is now completed. The coinage effected from the time of its establishment to 1829, was 109,278,031 pieces of gold, silver, and copper, amounting to \$32,176,825 37. The coinage at the mint in 1830, amounted to 8,357,191 pieces—value \$3,155,620. It is to be hoped, that the mode of computing by pounds, shillings, and pence, will be abolished; and that pistareens, shilling, nine-penny, seven-penny half-penny, and eleven-penny bits will soon, by means of this institution, assume the more convenient form of the federal coins.

An eagle of gold, valued at \$10, must weigh 11 penny-weights and 6 grains. A dollar must weigh 17 penny-weights and 7 grains of silver; and a cent must weigh 11 penny-weights of copper. All coins ceased to be a legal tender in the United States on the 15th October, 1797, except federal coins and Spanish milled dollars.

UNITED STATES BANK.—This bank was incorporated March 3, 1816. It is located at Philadelphia. It has a capital of 35 millions of dollars, which is divided into 350,000 shares, of \$100 each. Its charter expires in 1836. The United States hold 70,000 shares; individuals the residue. Nicholas Biddle is President, and Samuel Jaudon, Cashier. There are 26 branches of this bank now in operation in various parts of the union. The shares of this bank, in 1817, were worth 56 per cent. advance, and Oct. 26, 1833, 8 per cent. advance. The old United States Bank was chartered in 1791. Its charter expired in 1811. Its capital was \$10,000,000, divided into 25,000 shares: it made an average annual dividend of 8½ per cent. during its continuance. In 1809, 18,000 of the shares were held by foreigners. Of the present bank, in 1832, 84,055 shares were held by foreigners; 51,023 in Penn.; 40,242, in S. C.; 34,235, in Md.; 30,831, in N. Y.; 11,617, in Va.; 11,175, in Mass.; and 16,767 in other states.

PUBLIC LANDS OF THE UNITED STATES.—The public lands within the states and territories of the United States, consist of those lands ceded by many of the states to the United States; the latter taking the responsibility of extinguishing the Indian titles, together with those lands obtained from France, by the purchase of Louisiana, and those by the cession of the Floridas from Spain.

The minimum price of these lands is \$1¼ per acre; and, since 1820, no credit is given to purchasers. These lands are surveyed before they are offered for sale. They are divided into townships of six miles square, which are divided into 36 sections, one mile square, containing each 640 acres; and sold in sections and parts of sections. One mile square in each township is reserved for a school fund. A large quantity of these lands is surveyed, and for sale at the various land offices in the states where they are located. Elijah Hayward is the land commissioner at Washington, and James M. Moore, chief clerk. These lands lie in the following states and territories: *viz.* Indiana, Illinois, Missouri, Louisiana, Mississippi, Alabama, Michigan, Arkansas, Florida and Ohio. They hold out a most inviting prospect to the enterprising emigrant.

The quantity of unceded lands belonging to the Indians, and lying north and west of the states and territories of the United States, but within the limits of the United States, has been estimated at about 750,000,000 acres.

By a report of the land commissioner, dated April 2, 1832, it appears that the quantity of land for sale belonging to the United States, December 31, 1831, to which the Indian and other titles had been extinguished, was 227,293,884 acres; that 10,713,317 acres had been appropriated, within the states and territories where the lands lie, for internal improvements, colleges, academies, common schools, &c.; 238,268 acres had been reserved as saline lands; and that 46,080 acres had been granted to the deaf and dumb institutions in Connecticut and Kentucky. There remained within those states and territories, December 31, 1831, 113,577,869 acres of land to which the Indian title was valid. It also appears by said report, that the cost of the public domain up to September 30, 1831, including all purchases by treaty, compact with Georgia, settlements of the Yazoo claims, compromises with the several Indian tribes, expenditures for commissioners, surveyors, &c., was \$48,077,551; and that the amount received at the treasury, to that date, as the proceeds of public lands, was \$37,272,713. Balance, \$10,804,838.

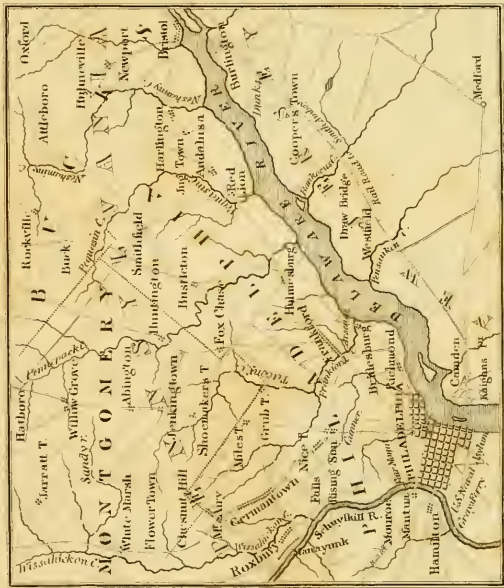
Allowing that the public domain was sold at the low price of *seventy-five cents* an acre, and divided according to the population by the last census, every free man, woman and child in the United States would receive *fourteen dollars, seventy-one cents and a fraction*, after paying the above balance, and without taking into consideration the saline lands, or any future negotiation with the Indians. The amount of capital that might accrue by such sale would supply ample means for constructing a double track *Rail-Road* of Quincy granite and wrought iron, from *Eastport to New Orleans*, and furnish a fund to procure locomotive engines, cars, &c., and to keep the whole in repair forever. It might also give to each state and territory a *school fund of three million dollars, pay the public debt*, and leave a balance in the treasury of many millions for *miscellaneous* expenditures. These lands are becoming more valuable every day and are not only worth looking at, but after.



VICINITY OF BALTIMORE & WASHINGTON.



VICINITY OF PHILADELPHIA.





# DECLARATION OF INDEPENDENCE,

July 4, 1776.

*A Declaration by the Representatives of the United States of America in Congress assembled.*

When, in the course of human events, it becomes necessary for one people to dissolve the political bands which have connected them with another, and to assume among the powers of the earth, the separate and equal station to which the laws of nature and of nature's God entitle them, a decent respect to the opinions of mankind requires that they should declare the causes which impel them to the separation.

We hold these truths to be self-evident,—that all men are created equal; that they are endowed by their Creator with certain unalienable rights; that among these are life, liberty, and the pursuit of happiness; that to secure these rights, governments are instituted among men, deriving their just powers from the consent of the governed; that whenever any form of government becomes destructive of these ends, it is the right of the people to alter or to abolish it, and to institute new government, laying its foundation on such principles, and organizing its powers in such form, as to them shall seem most likely to effect their safety and happiness. Prudence, indeed, will dictate, that governments long established should not be changed for light and transient causes; and accordingly all experience hath shown, that mankind are more disposed to suffer, while evils are sufferable, than to right themselves by abolishing the forms to which they are accustomed. But when a long train of abuses and usurpations, pursuing invariably the same object, evinces a design to reduce them under absolute despotism, it is their right, it is their duty, to throw off such government, and to provide new guards for their future security. Such has been the patient sufferance of these colonies; and such is now the necessity which constrains them to alter their former systems of government. The history of the present king of Great Britain is a history of repeated injuries and usurpations, all having in direct object the establishment of an absolute tyranny over these states. To prove this, let facts be submitted to a candid world.

He has refused his assent to laws the most wholesome and necessary for the public good.

He has forbidden his governors to pass laws of immediate and pressing importance, unless suspended in their operation till his assent should be obtained; and, when so suspended, he has utterly neglected to attend to them. He has refused to pass other laws for the accommodation of large districts of people, unless those people would relinquish the right of representation in the legislature; a right inestimable to them, and formidable to tyrants only.

He has called together legislative bodies at places unusual, uncomfortable, and distant from the depository of their public records, for the sole purpose of fatiguing them into compliance with his measures.

He has dissolved representative houses repeatedly, for opposing, with manly firmness, his invasions on the rights of the people.

He has refused, for a long time after such dissolutions, to cause others to be elected; whereby the legislative powers, incapable of annihilation, have returned to the people at large, for their exercise; the state remaining, in the mean time, exposed to all the dangers of invasion from without, and convulsions within.

He has endeavored to prevent the population of these states; for that purpose obstructing the laws for naturalization of foreigners; refusing to pass others to encourage their migrations hither, and raising the conditions of new appropriations of lands.

He has obstructed the administration of justice, by refusing his assent to laws for establishing judiciary powers.

He has made judges dependent on his will alone, for the tenure of their offices, and the amount and payment of their salaries.

He has erected a multitude of new offices, and sent hither swarms of officers, to harass our people, and eat out their substance.

He has kept among us, in times of peace, standing armies, without the consent of our legislatures.

He has affected to render the military independent of, and superior to, the civil power.

He has combined with others to subject us to a jurisdiction

foreign to our constitutions, and unacknowledged by our laws; giving his assent to their acts of pretended legislation.

For quartering large bodies of armed troops among us:

For protecting them, by a mock trial, from punishment for any murders which they should commit on the inhabitants of these states:

For cutting off our trade with all parts of the world:

For imposing taxes on us without our consent:

For depriving us, in many cases, of the benefits of trial by jury:

For transporting us beyond seas to be tried for pretended offences:

For abolishing the free system of English laws in a neighboring province, establishing therein an arbitrary government, and enlarging its boundaries, so as to render it at once an example and fit instrument for introducing the same absolute rule into these colonies:

For taking away our charters, abolishing our most valuable laws, and altering, fundamentally, the forms of our governments:

For suspending our own legislatures, and declaring themselves invested with power to legislate for us in all cases whatsoever.

He has abdicated government here, by declaring us out of his protection, and withdrawing his aid from us.

He has plundered our seas, ravaged our coasts, burnt our towns, and destroyed the lives of our people.

He is, at this time, transporting large armies of foreign mercenaries to complete the works of death, desolation and tyranny, already begun with circumstances of cruelty and perfidy, scarcely paralleled in the most barbarous ages, and totally unworthy the head of a civilized nation.

He has constrained our fellow-citizens, taken captive on the high seas, to bear arms against their country, to become the executioners of their friends and brethren, or to fall themselves by their hands.

He has excited domestic insurrections amongst us, and has endeavored to bring on the inhabitants of our frontiers, the merciless Indian savages, whose known rule of warfare is an undistinguished destruction of all ages, sexes and conditions.

In every stage of these oppressions, we have petitioned for redress in the most humble terms: our repeated petitions have been answered only by repeated injury. A prince, whose character is thus marked by every act which may define a tyrant, is unfit to be the ruler of a free people.

Nor have we been wanting in attentions to our British brethren. We have warned them from time to time, of attempts by their legislature to extend an unwarrantable jurisdiction over us. We have reminded them of the circumstances of our emigration and settlement here. We have appealed to their native justice and magnanimity, and we have conjured them by the ties of our common kindred to disavow these usurpations, which would inevitably interrupt our connections and correspondence. They too, have been deaf to the voice of justice and concinnity. We must, therefore, acquiesce in the necessity which denounces our separation, and hold them, as we hold the rest of mankind, enemies in war, in peace friends.

We, therefore, the Representatives of the United States of America, in General Congress assembled, appealing to the Supreme Judge of the world for the rectitude of our intentions, do, in the name and by the authority of the good people of these colonies, solemnly publish and declare, That these United Colonies are, and of right ought to be, FREE AND INDEPENDENT STATES; that they are absolved from all allegiance to the British crown, and that all political connection between them and the state of Great Britain is, and ought to be, totally dissolved; and that, as free and independent states, they have full power to levy war, conclude peace, contract alliances, establish commerce, and to do all other acts and things which independent states may of right do. And for the support of this declaration, with a firm reliance on the protection of Divine Providence, we mutually pledge to each other our lives, our fortunes, and our sacred honor.

JOHN HANCOCK, &c.

## SIGNERS OF THE ABOVE DECLARATION OF INDEPENDENCE.

| Names.              | States.         | Wives and when born. | Age in 1776. | Died.          | Age. |
|---------------------|-----------------|----------------------|--------------|----------------|------|
| John Bartlett,      | N. Hampshire,   | 1726                 | 47           | May 19, 1785   | 55   |
| William Whipple,    | N. Hampshire,   | 1730                 | 46           | Nov. 28, 1785  | 65   |
| Matthew Thornton,   | Ireland,        | 1714                 | 62           | June 24, 1803  | 86   |
| John Hancock,       | Massachusetts,  | 1737                 | 39           | Oct. 8, 1793   | 56   |
| Samuel Adams,       | Massachusetts,  | Sept. 20, 1729       | 44           | Oct. 5, 1803   | 74   |
| John Adams,         | Massachusetts,  | Oct. 19, 1725        | 51           | Oct. 2, 1803   | 77   |
| Robert Treat Paine, | Massachusetts,  | July 17, 1731        | 45           | May 11, 1814   | 83   |
| Elliott Dyer,       | Massachusetts,  | March 7, 1707        | 69           | Feb. 13, 1825  | 78   |
| Stephen Hopkins,    | Rhode Island,   | Dec. 23, 1727        | 48           | Nov. 13, 1809  | 82   |
| William Ellery,     | Rhode Island,   | April 19, 1721       | 55           | July 23, 1793  | 72   |
| Nathan Silliman,    | Massachusetts,  | July 2, 1728         | 48           | Aug. 2, 1811   | 81   |
| Obadiah Williams,   | Connecticut,    | April 8, 1729        | 47           | Aug. 1, 1807   | 77   |
| William Floyd,      | New York,       | Dec. 17, 1724        | 51           | June 12, 1804  | 82   |
| Philip Livingston,  | New York,       | Jan. 15, 1716        | 60           | June 30, 1803  | 60   |
| Francis Lewis,      | New York,       | Jan. 15, 1716        | 60           | June 12, 1804  | 60   |
| Richard Stockton,   | New Jersey,     | Feb. 5, 1726         | 46           | Jan. 28, 1783  | 72   |
| John Witherspoon,   | Scotland,       | Oct. 1, 1730         | 46           | Feb. 28, 1783  | 72   |
| Francis Hopkinson,  | Pennsylvania,   | Feb. 5, 1732         | 44           | Nov. 15, 1784  | 74   |
| John Hart,          | New Jersey,     | 1737                 | 39           | Nov. 8, 1791   | 54   |
| Abraham Clark,      | New Jersey,     | Feb. 5, 1726         | 50           | Feb. 17, 1780  | 68   |
| Robert Morris,      | England,        | Jan. 28, 1733        | 43           | May 8, 1806    | 73   |
| Benjamin Rush,      | Pennsylvania,   | Dec. 24, 1745        | 31           | Apr. 19, 1813  | 67   |
| Benjamin Franklin,  | Massachusetts,  | Jan. 17, 1706        | 70           | Apr. 17, 1798  | 92   |
| John Morton,        | Delaware,       | 1729                 | 37           | Jan. 23, 1813  | 83   |
| George Clymer,      | Pennsylvania,   | 1739                 | 37           | Apr. 23, 1813  | 74   |
| James Smith,        | Ireland,        | 1716                 | 60           | Feb. 23, 1808  | 65   |
| George Taylor,      | Scotland,       | 1723                 | 53           | Aug. 23, 1781  | 56   |
| James Wilson,       | Delaware,       | 1720                 | 46           | July 17, 1786  | 50   |
| George Ross,        | Pennsylvania,   | 1726                 | 40           | July 17, 1786  | 50   |
| George Rodney,      | Massachusetts,  | 1724                 | 42           | July 17, 1786  | 50   |
| Thomas M'Kean,      | Pennsylvania,   | 1724                 | 42           | June 24, 1811  | 80   |
| Samuel Chase,       | Maryland,       | April 17, 1734       | 35           | June 24, 1811  | 77   |
| William Stone,      | Maryland,       | Oct. 31, 1740        | 36           | June 19, 1797  | 83   |
| Thomas Mifflin,     | Maryland,       | Sept. 8, 1733        | 39           | Nov. 14, 1808  | 75   |
| Charles Carroll,    | Virginia,       | Sept. 9, 1738        | 38           | Nov. 14, 1808  | 75   |
| George Wythe,       | Virginia,       | Jan. 20, 1729        | 44           | June 19, 1794  | 83   |
| Richard H. Lee,     | Virginia,       | April 9, 1743        | 33           | June 4, 1829   | 83   |
| Thomas Jefferson,   | Virginia,       | Jan. 13, 1743        | 33           | July 4, 1826   | 83   |
| Benjamin Harrison,  | Virginia,       | Dec. 36, 1738        | 38           | Jan. 4, 1791   | 51   |
| Francis Pickens,    | Virginia,       | Sept. 10, 1733       | 42           | April 10, 1797 | 63   |
| Carter Braxton,     | Virginia,       | Sept. 14, 1730       | 46           | April 10, 1797 | 63   |
| William Hooper,     | Massachusetts,  | June 17, 1732        | 44           | Nov. 19, 1790  | 48   |
| Joseph Hewes,       | New Jersey,     | May 17, 1730         | 46           | Nov. 10, 1776  | 46   |
| John Penn,          | South Carolina, | July 17, 1731        | 45           | Sept. 10, 1782 | 47   |
| Edward Rutledge,    | South Carolina, | July 17, 1731        | 45           | Nov. 20, 1801  | 51   |
| Thomas Heyward,     | S. C.           | July 17, 1731        | 45           | March 1, 1782  | 47   |
| Thomas Lynch,       | South Carolina, | July 17, 1731        | 45           | March 1, 1782  | 47   |
| Thomas Metchum,     | South Carolina, | July 17, 1731        | 45           | March 1, 1782  | 47   |
| Thomas Fitzgibbon,  | England,        | 1728                 | 44           | May 27, 1776   | 45   |
| Lyman Hall,         | Connecticut,    | 1728                 | 44           | About 1776     | 45   |
| George Walton,      | Georgia,        | 1740                 | 36           | Feb. 2, 1804   | 64   |

# CANALS AND RAIL-ROADS IN THE U. STATES.

**CANALS IN PENNSYLVANIA.**—*Grand Pennsylvania Canal.* This canal was commenced in 1823, and the main trunk and many of its branches were completed in 1833. It includes a number of canals, running in different directions, and known by different names. The main trunk commences at Columbia, on the Susquehanna River, 62 ms. W. by S. from Philadelphia, at the termination of the Philadelphia and Columbia Rail-Road, and extends to Middletown, 9 ms. below Harrisburg, where it passes the head of the Union Canal, leading to the Schuylkill Canal and Navigation to Philadelphia. From Middletown it extends to Hollidaysburg, 172 ms. from Columbia. From Hollidaysburg the Alleghany Mountain is crossed by a rail-road, and 5 inclined planes on each side, the greatest inclination of which makes an angle of 6 degrees with the horizon, in a rise and fall of 2570 feet, to Johnstown, 37 ms.; and from thence, by canal, to Pittsburg, 104 ms.; total, 313 miles. From Pittsburg to New Orleans, by the Ohio and Mississippi, it is 1929 ms. By the Alleghany River, French Creek, and a short canal, a navigable communication is effected between Pittsburg and the town of Erie, on Lake Erie, 215 miles. The distance from the town of Erie to Montreal, U. C., by the lakes, the Welland Canal and River St. Lawrence, is 475 ms. Total distance from Philadelphia to Montreal, by this route, 1091 ms. (See *Pennsylvania*, under *Census*.)

*Middle Division of the G. Penn. C.* From the G. Penn. C. 10 ms. above Harrisburg, up the Susquehanna, north, via Northumberland, Wilkesbarre and Meansville, to the south boundary of New York, at New Athens, near the head of the Chemung Canal, in N. Y., 204 ms.

*West Branch Division of the G. Penn. C.* From Northumberland, 52 ms. N. of Harrisburg, up the west branch of the Susquehanna, via Williamsport, to Bald Eagle River, 68 miles.

*Eastern Division of the G. Penn. C.* On the Delaware, from Bristol, 20 ms. above Philadelphia, to Easton, 60 ms. The *Franktown Canal*, 30 $\frac{1}{2}$  ms.; and the *Beaver*, 24 $\frac{1}{2}$  ms.; and the *Franklin*, 22 $\frac{1}{2}$  ms.; and the *Lyonia*, 41 $\frac{1}{2}$  ms.; and the *Wyoming Canal*, 16 ms., are all connected with the G. Penn. C., and, with which, are the property of the state. Total length of canal and river navigation, as described above, including the Alleghany Rail-Way, 392 $\frac{1}{2}$  ms.

*Schuylkill Canal and Navigation.* This canal, in connection with the Union Canal, is the great outlet to Philadelphia from the G. Penn. C., and all its branches. It commences at Fair-Mount Water-Works, on the Schuylkill, and extends to Reading, 54 ms. N. W. of Philadelphia, and from thence to Mount Carbon, 56 ms. Total length, 110 ms. It comprises 31 dams, from 3 to 27 feet in height, by which is produced a slack water navigation of 45 ms.; 125 locks, 80 by 17 feet, of which 28 are guard locks; 17 arched aqueducts; a tunnel of 450 feet in length, cut through and under solid rock; and 65 toll and gate houses. Lockage, 620 feet. Breadth at the surface, 36 feet; do. at the bottom, 34; depth of water, 4 feet. Commenced in 1816. Cost, \$1,500,000, \$2,336,580. Net income, \$84,000 per year, \$99,828.

*Union Canal.* This canal connects the Schuylkill Navigation with the G. Penn. C. and Susquehanna River. It extends from 4 ms. below Reading, on the Schuylkill, to Middletown, on the Susquehanna, 9 ms. below Harrisburg, via Lebanon, 82 ms., exclusive of the Swatara Feeder of 24 ms. This canal comprises a tunnel, 729 feet in length, 18 feet wide, and 14 high; 2 summit reservoirs, containing 12,000,000 cubic feet of water, covering 35 acres; 2 steam engines of 100 horse power each, and 3 water-wheels for feeding the canal by pumping; 2 dams, 43 waste weirs, 49 culverts, 135 bridges, 15 small and 2 large aqueducts, 14 miles of protection wall of stone, 2 guard locks of wood, and 92 cut-stone locks, 75 by 8 $\frac{1}{2}$  feet. Connected with this canal is a rail-road from the great basin at Pine Grove, to the coal mines, of about 4 ms. in length. Dimensions of the canal same as the S. C. and N. These works were constructed in 1827, and cost more than \$2,000,000. Tolls in 1831, \$59,137; cost of repairs, same year, \$2,723.

*Lehigh Canal.* From Easton, on the Delaware, to Stoddardsville, connecting the Morris Canal with the Match Chunk Rail-Road, on the Lehigh, 47 miles. Width, at the surface, 60 feet; do. at bottom, 45; depth of water, 5 feet. It has 8 dams, varying in height from 6 to 16 feet; 4 aqueducts; 22 culverts; 7 guard locks, and 41 other locks, 100 feet by 22. Lockage, 360 feet. Cost, \$1,558,000. Tolls not to exceed 3 cents per ton per mile. Incorporated in 1818.

*Lackawanna Canal.* See *Delaware and Hudson Canal.*

*Conestoga Navigation.* A series of locks and dams from Safe Harbor, on the Susquehanna, to Lancaster, 18 miles. Company incorporated in 1825. Cost \$400 per mile.

**RAIL-ROADS IN PENNSYLVANIA.**—*Columbia and Philadelphia R. R.* From the intersection of Vine and Broad streets, in Philadelphia, to Columbia, on the Susquehanna River, via Lancaster, 81 miles. State property.

*Philadelphia, Germantown and Norristown R. R.* From Philadelphia to Norristown, on the Schuylkill, about 18 miles N. by W. from Philadelphia, via Germantown. Completed in 1832. This road is to be continued from Norristown to Allentown, on the Lehigh, 81 miles.

*Harrisburg and Chambersburg R. R.* From Harrisburg, via Carlisle, to Chambersburg, 143 miles W. by S. from Philadelphia, 48 miles.

*Philadelphia and Trenton R. R.* Constructed in 1833. 26 $\frac{1}{2}$  miles. This rail-road extends from Philadelphia to Trenton, N. J., on the Delaware, via Bristol; and Morrisville, opposite to Trenton. This will prove a great accommodation, particularly in seasons when the waters of the Delaware are low.

*Match Chunk R. R.* Commenced and completed in 1837. From the coal mines near Match Chunk, in the county of Northampton, 99 ms. N. by W. from Philadelphia, the coal is taken from the mines down an inclined plane, 936 feet in a distance of 9 miles, to the Lehigh River. The cars descend by their own gravity, and are drawn back by mules. About 20 tons is a freight down. From 3 to 400 tons are discharged daily at the river, from whence it is transported, by water, to Philadelphia, New York, and other places. The length of this rail-way, including the ends and sides, is 131

miles, and cost \$3,050 a mile. There are many other rail-roads in Pennsylvania leading from the mines in various directions, whose aggregate length exceeds 90 miles. In the county of Schuylkill alone, in this state, in 1831, 12,000 persons were dependent for subsistence on the coal trade; more than 1200 vessels were employed in carrying coal to market; and the capital invested in coal lands, buildings, rail-roads, cars, boats and horses, amounted to \$8,540,000.

The quantity of coals mined in Pennsylvania in 1825, was 33,393 tons; in 1830, 132,969 tons; in 1832, 379,000 tons. The price per car, of 400 tons is about 20 cents, and the quantity mined. The consumption of coals in London, in 1832, was 2,139,078 tons. The population of London is nearly double to that of all the cities in the United States. There were consumed in the city of New York, in 1830, 227,600 loads, or about 99,202 cords of hard and soft wood, which cost \$483,086; also, 23,606 tons of Anthracite coal; 11,885 chaldrons Virginia do., and 12,593 do. charcoal, which cost \$321,642—total, \$804,728.

**CANALS IN NEW YORK.**—*Erie Canal.* This canal commences at Albany, on the Hudson River, and terminates at Buffalo, on Lake Erie, 363 miles. (See *Table of Distances*.) It was commenced in 1817, and finished in 1825. Cost, \$9,027,456. Width at the surface, 40 feet; at bottom, 28; depth of water, 4 feet. Rise and fall, 698 feet, 84 locks of stone masonry, 90 feet by 15. It passes the Cohoes Falls, on the Mohawk River, by 16 locks, to overcome a fall of 132 feet, in the space of two miles. From Frankfort to Syracuse is the "40 long level," 69 miles without a lock. Amount of tolls in 1832, \$1,065,612. The distance from the city of New York, via Albany, to Buffalo, to the mouth of the Welland Canal, at Fort Maitland, on Lake Erie, is 547 miles; from thence to Kingston, on Lake Ontario, (directly down the lake,) at the mouth of the Rideau Canal, is 222 miles; from Kingston to Ogdensburg, N. Y., on the St. Lawrence, is 70 miles, and from thence to Montreal, 120—Whole distance from New York to Montreal, by this route, 959 miles.

*Champlain Canal.* This canal commences at the Erie Canal, near Waterford, 9 miles above Albany, and extends to Whitehall, at the head of Lake Champlain, 63 miles. It was commenced in 1817, and finished in 1819, at a cost \$1,179,800. Dimensions the same as the Erie Canal, and fall, 188 feet; 21 locks. Tolls, in 1832, \$110,192. Lake Champlain, well renowned in story, is a beautiful collection of waters from Lake George, Paulet and other rivers from the south; Otter, Onon and other rivers from the Green Mountains on the east; and the Saranac, Sable, Chazy, &c., from the west. It is 128 miles in length, and varies from 1 to 16 in breadth. It is navigable for vessels of considerable burden, and is a great thoroughfare between the United States and Canada. Its outlet is by the Sorel, or Chambly River, 69 ms. in length, which empties into the St. Lawrence, 43 ms. below Montreal. (See *Table of Distances*.)

*Oswego Canal.* From the Erie Canal at Salina, on Onondaga Lake, to Oswego, at the mouth of Oswego River, a port of entry, on Lake Ontario, 75 miles N. W. of Utica, part slack water, or river navigation, 38 miles. Descent from Salina to Lake Ontario, 123 feet; 14 locks. Cost, \$525,115. Tolls in 1832, \$19,786. Oswego River is formed by the outlet of Onondaga, Oneida, and other lakes in this state. Onondaga Lake is 7 ms. long and 3 broad. (See *New York*, under *Census*.) Oneida Lake is about 20 ms. long, with a mean width of 4, and is celebrated for its fine salmon and other fish. Cayuga and Seneca Canals. From the Seneca Lake at Geneva, via Waterloo, to the Erie Canal at Montezuma, 206 ms. W. from Albany, 20 miles. Part slack water navigation. Constructed in 1828. Cost, \$214,000. Fall, 73 $\frac{1}{2}$  feet; 11 wood locks. Tolls in 1832, \$13,893. This canal unites the beautiful lakes of Cayuga and Seneca, at their outlets near Seneca Falls, on Seneca River. Cayuga Lake is 40 miles in length, and 2 mean width. Seneca Lake is 35 miles in length, and from 2 to 4 in breadth. Both lakes are navigable for vessels of considerable size.

*Chemung Canal.* Length, 26 miles. This canal commences at the head of Seneca Lake, and extends to Elmira, on the Tioga or Chemung River, (a canal region,) which empties into the Susquehanna, at New Athens, Penn., at the head of the Middle Division of the Pennsylvania Canal. Navigable feeder to Painted Post, 13 ms. Total, 31 miles. Completed in 1832. Cost about \$300,000. As the Tioga is navigable from Elmira to New Athens, a distance of about 29 miles, an inland navigable communication is accomplished between the great commercial marts of New York and Philadelphia, a distance of 798 miles, which is a very desirable one; and, as the Tioga is one of the most delightful countries on the globe; abounding in wheat, salt, coal, iron, marble, and every product that fertility of soil, a temperate climate, and industry, can bestow upon man.

*Crooked Lake Canal.* This canal connects Crooked Lake down its outlet, from near Penn Yan, 7 miles, with Seneca Lake and the Erie Canal. Lockage, 270 feet. Completed, 1833. Cost about \$120,000. The head of Crooked Lake is about 5 ms. N. E. from Bath, and 210 W. by S. from Albany. This lake is 17 miles long, and about a mile in width.—The above canals are the property of the state of New York, and cost \$1,366,000. Total length, including 21 miles of navigable feeders, 530 miles. The amount of tolls received on the state canals from the opening of navigation, April 22d to June 30th, 1833, was \$500,212.

*Chenango Canal.* (Undertaken by the state, but not completed.) To extend from the Erie Canal, near Utica, through the valleys of Oriskany and Chenango, via Clinton and Norwich, to Binghamton, on the Susquehanna River, 145 miles W. S. W. from Albany. Length, 52 $\frac{1}{2}$  ms. Lockage, 1009 feet. Estimated cost, \$447,775.

*Black River Canal.* (Undertaken, as above.) To commence at the Erie Canal at Rome, 15 miles N. W. of Utica, and to extend to the High Falls on Black River, 36 miles, including 9 ms. of navigable feeder at Ironville; and 40 miles improvement of the river navigation from the High Falls to Carthage; total distance, 76 miles. Rise and fall from Rome to Black River, 1078 feet. Estimated expense, \$662,544. Black River is about 120 miles in length. It has many tribu-

aries, and passes through a very fertile and rapidly increasing country. This river empties into Lake Ontario, at Sackett's Harbor, a port of entry and naval depot. This is a noble harbor for vessels of all classes; 35 miles S. E. of Kingston, U. C., and 161 ms. N. W. from Albany.

**Delaware and Hudson Canal.** Incorporated in 1823. Capital, \$1,500,000—\$500,000 of which is employed in banking in the city of New York. This canal extends from Bolton, on Rondout Creek, opposite Rhinebeck, on the Hudson River, 4 miles below Kingston, and 90 miles above the city of New York, to the River Delaware, 55 miles, up the Delaware, 21 ms.; thence up the **Lackawanna Canal**, in Pennsylvania, to Honesdale, 25 miles; from Honesdale there is a rail-road, 16 miles in length, to the coal mines at Carbondale, Penn. Total length of canal and rail-road, 124 miles. Rise of the summit level, between the Hudson and Delaware Rivers, 535 feet. Total lockage, 1431 feet. Commenced in 1825; completed, 1828. The tolls on the canal are not to exceed 8 cents per ton a mile for coal, and 4 cents for other merchandise. Coals mined and brought to tide water in 1831, 52,000 tons; 641 vessels loaded at Rondout from April to December, 1831. 790 tons of coal were transported from Carbondale to Honesdale in one day, in July, 1833.

**RAIL-ROADS IN NEW YORK.**—**Mohawk and Hudson R. R.** From Albany to the Erie Canal, at Schenectady, 16 miles. Incorporated in 1826; completed, 1831. The ascents on the Hudson, at Albany, 185 feet, and on the Mohawk, at Schenectady, 109, are overcome by inclined planes, with stationary engines. Summit level between the rivers, 335 feet above the Hudson. Schenectady is 22½ feet above the Hudson. The greatest inclination on the planes is 1 foot in 18; on the road, 1 foot in 225. With the exception of 2 curves, (radii 21,013 and 1,109 feet,) the road is perfectly straight. Double track, permanently laid on stone, with rails of Norway and white pine covered with wrought iron. Cost, about \$700,000. The average speed of the De Witt Clinton locomotive engine, on this road, with 3 loaded cars equal to 8 tons, is 15 miles an hour; but it has frequently accomplished, with the same load, thirty miles an hour. Prices paid for work and some of the materials—Excavation of sand, 7 cts. pr. cubic yard; clay, 9 cts.; embankment of sand, 8 cts. cubic yd.; clay, 11; broken stone, not more than 2 inches diameter, \$2 pr. cubic yd.; stone blocks, containing 2 cubic feet, 45 cts.; grading, \$7,500 pr. mile, single track, \$10,000 for 2 tracks; castings for chains and runs, 4 cts. a lb.; spikes, 5 cts. a lb.

**Saratoga and Schenectady R. R.**, 20 miles in length. Incorporated, 1831; completed, 1832. Cost, \$250,000. Single track. Nearly straight. This is a continuation of the Mohawk and Hudson Rail-Road, and unites the celebrated watering places at Ballston Spa and Saratoga with the line of steam navigation from Albany to the city of New York. 12,000 persons pass on this road in July, 1833. The village of Saratoga Springs is about 93 ms. E. of Utica, 37 S. W. of Whitehall, and 180 N. of the city of New York. From Boston, via Worcester, 40 ms.; Northampton, 90; Pittsfield, 130; New Lebanon Springs, 137, and Albany, it is 199 ms. From Boston, via Keene, N. H. 79; Burlington, Vt. 210; Whitehall, N. Y. by Lake Champlain, 265, it is 322 miles. Or, from Boston, via Keene, N. H. and Brattleborough, Vt. 99; Bennington, Vt. 135; and Troy, N. Y. 165, to this delightful and hygienic spot, it is 190 miles. Yet, such is the present state of internal improvements in New England, that a traveller from Boston to the Springs, who consults his comfort, time and purse, will go by the way of the city of New York, in preference to any other—Distance 420 miles! (See *New York, under Census.*)

**Catskill and Canajoharie R. R.** Incorporated, 1830. Capital, \$300,000. From Catskill, on the Hudson, 110 miles above the city of New York, to the Erie Canal, at Canajoharie, on the Mohawk, 69 ms. N. W. of Albany. Length, 70 miles. It is proposed to extend this rail-road from Canajoharie to the Susquehanna River.

**Ithaca and Owego R. R.** From Ithaca, at the head of Cayuga Lake, to Owego, on the Susquehanna River, 177 miles N. W. from the city of New York. This will open another favorable avenue for the transportation of salt, coal, gypsum, and other heavy commodities in the interior of the states of New York, Pennsylvania and Maryland. Length, 29 miles. Incorporated in 1823. Capital, \$300,000.

**Harlem R. R.** On the island of New York, from the business part of the city to Harlem River, 7 miles. Incorporated in 1831. Capital, \$350,000. It is proposed to unite this with the **New York and Albany Rail-Road**, with a capital of \$3,000,000, passing through the counties on the east side of the Hudson, and a part of the state of Massachusetts, to meet a rail-road from Boston at some point in the county of Berkshire, and terminating at Greenbush, opposite to the city of Albany. Length, about 170 miles.

**New York and Erie R. R.** Company incorporated in 1832. Capital, \$10,000,000. By this great enterprise, which is to commence at some point near the city of New York, it is intended to open a direct communication through the southern tier of counties in this state, via Owego and Angelica, to Lake Erie, at some point between Cattaraugus Creek and the Pennsylvania line. This will give to those secluded sections of the state facilities for a market which they have never enjoyed; it will open a new and more direct channel to the coal regions in Pennsylvania, and greatly facilitate commercial interchange between the city of New York and the extensive and fertile territory through which it passes;—with Michigan, and Upper Canada, and the whole western States; and afford an avenue which the frosts of winter cannot impede. Length, about 400 miles.

**Albany and Utica R. R.** To extend from the termination of the Mohawk and Hudson Rail-Road, at Schenectady, to Utica, 80 miles. Incorporated in 1832. Capital, \$2,000,000. It is worthy of remark, to show in what estimation rail-road stock is held by capitalists, to state, that, on the day the books for this stock were opened, more than fourteen million dollars was subscribed for.

**CANALS IN OHIO.**—**Ohio Canal.** This canal extends from Cleveland, on Lake Erie, via Kendall, 80 miles; Coshocton, 124; Newark, 166; Circleville, 227; Chillicothe, 250, and Picketon, 285, to Portsmouth, on the Ohio, 310 miles, near the mouth of the Scioto River. From Cleveland, to

the mouth of the Maumee, by the bay and lake, is 80 miles; to Detroit, 140; to Erie, 107; to Buffalo, 190; to New York, 697; to Ogdensburg, on Lake Ontario, by the Welland Canal, 475; to Quebec, 761; and to Boston, via Ogdensburg, and the contemplated rail-road, about 800 miles. Portsmouth is 15-3 ms. above New Orleans; 600, above the junction of the Ohio and Mississippi Rivers; 103 above Cincinnati; 174 below Marietta; 255 below Wheeling, and 346 miles below Pittsburg. This canal connects with Columbus by a navigable feeder. Commenced in 1825; completed, 1832. Length of main trunk, 310 miles; navigable feeders to Columbus, 11 ms., Granville, 6, Tuscarawas, 3, and Wolfonding, Rivers, 1, and side cut from the Muskingum to Dresden, 3 ms.; total, 334 miles. Lockage, 1185 feet. Portsmouth is 474 feet above the sea, and 94 feet below Lake Erie. During the last week in July, 1833, 52 merchant vessels arrived at Cleveland; 24 of which passed the Welland Canal, and 11 from ports in Canada.

**Miami Canal.** From the mouth of Maumee River, in Maumee Bay, at the S. W. end of Lake Erie, to Cincinnati, on the Ohio, via Perrysburg, 10 miles; Defiance, 65; St. Mary's, 130; Troy, 160; Dayton, 200; Hamilton, 240; Cincinnati, 265 miles of canal. Lockage, 889 feet. Commenced in 1825. Completed from Cincinnati to Dayton, 1832. The above canals are state property, and cost, to 1832, \$5,098,603.

The state of Indiana is about constructing a canal from the navigable waters of the Wabash, which discharges into the Ohio, 129 miles above the confluence of that river with the Mississippi, to meet the Miami Canal at Defiance; thus making a third navigable highway through the state of Ohio, from the great western waters to the northern lakes. The Wabash is navigable 340 miles above its mouth.

**Lancaster Lateral Canal.** This canal extends from the Ohio Canal to Lancaster, 28 miles S. E. of Columbus, and 36 S. W. of Zanesville. Length, 9 miles. Constructed by the citizens of Lancaster.

The **Pennsylvania and Ohio Rail-Road** will commence at Pittsburg, Penn. and extend to Massillon, on the Ohio Canal, 70 miles from Cleveland. This rail-way will connect the Ohio and Pennsylvania Canals with Lake Erie; and those canals with the Ohio River at two points—Pittsburg and Portsmouth; a distance of 346 miles from each other. Length, 108 miles. Estimated cost, \$1,750,000.

**CANALS IN NEW JERSEY.**—**Morris Canal.** This canal was commenced in 1825, and completed in 1831. It extends from Newark to Easton on the Delaware, and connects, by the **Lehigh Canal**, with the vast coal regions in Pennsylvania. Length, 90-100 miles. It is proposed to extend this canal from Newark to Jersey City, opposite to the city of New York, a distance of 14 miles. This canal passes through the state, in a westerly direction, by the way of the following places, to wit: Paterson, 14 52-100 miles from Newark; Montville, 30 19-100; Rockaway aqueduct, 35 81-100; Drakesville, 48 90-100; Stanhope, 53 69-100; Saxton's Falls, 59 73-100; Hackettstown, 62 51-100; Andersontown, 70 59-100; Washington, 74 75-100; New Village, 82 61-100; and Greenwich, 88 2-100, to Easton bridge, 90 60-100. This canal is from 30 to 32 feet in width at the surface, from 16 to 18 at the bottom, and 4 feet deep. The rise and fall is 1657 feet, 223 of which are overcome by 24 locks, and the remaining 1434 feet by 23 inclined planes. There are also connected with this canal, 5 dams, 30 culverts, 12 aqueducts, 4 guard locks, and more than 200 bridges. The canal is supplied with water from Hopatcong Lake, 900 feet above tide water. Cost, about \$1,100,000.

**Rates of Toll.** Coal, Leached Ashes, Clay, Gypsum, Iron Ore, Marble, 1 cent per ton a mile. Coffee, Flax, Hollow Ware, and other manufactured Iron, Marble, Hides, Sugar, 2 cents pr. ton. Beef and Pork, 3 mills pr. bbl. Corn, 1½ ct. for 40 bushels. Wheat and Rye, 2 cts. for 40 bush. Salt, 2 cts. 40 bush. Cotton, Pressed Hay, Grindstones, Straw, 1½ ct. pr. ton. Ashes, Fish, Whiskey, Cider and Beer, 1 ct. a bbl. Flour and Meal, 1½ ct. 10 bbls. Charcoal, 2 cts. 100 bushels. Fire Wood, hickory, 2½, oak and other, 1½ ct. a cord. Bark, 2 cts. a cord. Bricks, 2 cts. 1000. Butter and Lard, 2½ cts. a ton. Timber, in boats, 1½ ct. 90 solid feet; in rafts, 4 cts. Limestone, 1 ct. 20 cubic feet. Posts or Rails, split, 1½ ct. 50. Barley, 2 cts. 50 bush. Lumber, in boats, 1½ ct. 1000 feet, inch measure; do. in rafts, 4 cts. Molasses, 1½ ct. per hhd. per mile. The ton is 2240 lbs. Passengers, 1 ct. a mile.

The beautiful and flourishing town of Newark, on the west side of the Passaic River, 9 ms. W. of New York, is celebrated for its various manufactures of leather, carriages of all sorts, cabinet and plated wares, coach lace, &c. The amount of export of these and other articles manufactured at this place, exceeds two million dollars annually; probably a larger amount than from any other place of its size in this country, where no use is made of steam or water power.

**Paterson**, also on the line of this canal, 14 miles N. W. of New York, is a noted manufacturing town. The beautiful falls on the Passaic, of 70 feet perpendicular, afford this place an immense water power. In 1810, its population was 292; in 1820, 7731. In 1829, there were in Paterson 4 mill-wright and machine shops; 1 iron and brass foundry; 1 rolling and slitting mill, and nail factory; and 17 cotton factories. Cotton and flax spindles, 33,645. Power and hand looms, 487. Number of hands employed in the various manufacturing operations, 1879. Cotton and flax consumed annually, 2,779,600 lbs. Duck and cloth, of all descriptions, manufactured annually, 2,604,450 yards. There were also in that town 1 bank, 9 churches, 6 sabbath schools, 8 ministers, 9 physicians, 10 taverns, and 132 widows, having 667 children.

**Delaware and Raritan Canal.** This canal, intended for sloop navigation, commences at New Brunswick, on the Raritan, 33 miles S. W. from New York, and 26 N. of Trenton, and extends to Lambert, on the Delaware, via Trenton, 38 miles. Width, at the surface, 75 feet; depth, 7 feet. A navigable feeder, of 5 feet depth of water, extends from Trenton to Eagle Island, up the Delaware, 20 miles. Completed, 1833. Cost, about \$1,500,000.

**RAIL-ROADS IN NEW JERSEY.**—**Camden and Amboy R. R.** This rail-way extends from Amboy, 23 miles S. W. by S. of New York, via Bordentown, to

Camden, opposite to Philadelphia, 61 miles. This road is now in operation. It will eventually be constructed in the most substantial manner of stone and iron, and used with steam locomotive engines. This canal was completed in 1829, and is now united with that of the Delaware and Raritan Canal. The state receives a large transit duty from this corporation (\$30,000 pr. ann.). (See *N. Jersey*, under *Census*.)

*Paterson and Hudson R. R.* Incorporated in 1831. Capital, \$250,000. This road is to extend from Paterson to Jersey City, 11 miles. It is in operation from Paterson to the head of sloop navigation, on the Passaic, 4 miles.

**CANALS IN MARYLAND.**—*Chesapeake and Ohio Canal.* This canal will extend from the tide water of the Potomac River above Georgetown, D. C. to the Ohio River at Pittsburg, Pa., 311 miles. Breadth at the surface 60 to 80 feet, at bottom 50 feet; and from 6 to 7 feet in depth. The first 2 miles are 70 feet at the surface, and 7 feet deep. The next 2 miles are 80 feet wide and 6 feet deep. The remaining distance to the Point of Rocks, 41 miles, is 60 feet wide and 6 feet deep. 5 miles from Georgetown, branches are to be constructed to Alexandria, Baltimore, and to the Navy Yard at Washington. This canal passes the Alleghany Mountain, of 855 feet elevation, by a tunnel 4 miles and 80 yards in length, with two deep cuts of 1050, and 140 yards; each cut opens into a basin of 880 yards by 64. Locks are, 32 1/2 feet. Locks of stone, 100 feet by 15 in the clear. Commenced, 1828. Estimated cost, about \$30,000,000.

*Deep Run Canal.* This is a public work of the state, from Part Deposit on the bank of the Susquehanna River, along a line of rapids, 10 miles. From Deposit is 5 miles N. of Havre de Grace; Havre de Grace is at the head of Chesapeake Bay, and at the mouth of the noble Susquehanna, 35 miles N. E. from Baltimore.

**RAIL-ROADS IN MARYLAND.**—*Baltimore and Ohio R. R.* This company was incorporated in 1827, and the ceremony of laying the first stone was performed July 4, 1828. Capital, \$5,000,000. This road is to extend from the centre of the city of Baltimore, to, or at some point near Pittsburg, on the Ohio River; distance, 325 miles. From Baltimore to the Point of Rocks, with a branch to Frederick, 3 1/2 miles, total 73 1/2 miles, are finished and in use. From the Point of Rocks it will extend to Harper's Ferry, at the confluence of the Shenandoah and Potomac Rivers; from thence it reaches the Cumberland, via the Williamsport, and from thence to the Ohio River. Williamsport is 78, and Cumberland, 135 miles N. W. by W. from Baltimore: both of these towns are on the Potomac. A series of inclined planes will be required to cross the Alleghany Mountain, a summit of 1240 feet: with this exception, the inclination of the road is so slight, that the whole may be travelled with locomotive engines without difficulty. Average cost of a single track, \$15,500 a mile; of a double track, \$27,193. The net income, for 9 months, in 1831, of the small part of this rail-road then completed, was \$30,411. The number of passengers in that period from Baltimore to Ellicott's Mills, 13 miles, was 81,995. This is a noble enterprise, of which the citizens of Baltimore may well be proud. This road opens on each side a vast extent of country, considered unrivalled for wheat, and stored with inexhaustible quantities of rich bituminous coal; and passes through a country, most parts of which have hitherto had to seek a market for their surplus products by difficult and circuitous routes to other cities; it will give to Baltimore a safe and rapid communication, both winter and summer, to the almost boundless country west of the Ohio; and will give her a large share of its great and increasing commerce.

*Baltimore and Susquehanna R. R.* Commenced in 1830. To extend from Baltimore to York, Pa., 76 miles. Completed to the state line, 15 miles. The company is authorized to construct a lateral rail-road, commencing at the main stem, within 10 miles of Baltimore, through Westminster, 30 miles N. W. from Baltimore; and from thence to the Monocacy River. Expense, for single track, about \$12,000 a mile.

*Baltimore and Washington R. R.* This rail-road commences at Elkridge Landing. It is a branch of the Ohio Rail-Road, and constructed by the same company. Baltimore is 38 miles N. E. of Washington.

**CANALS IN MASSACHUSETTS.**—*Middlesex Canal.* This canal commences at Boston harbor, and passes, in a westerly direction, through Charlestown, Medford, 5 miles from Boston; Woburn, 10; Wilmington, 14, to Lowell, 27 miles, on the Merrimack River. It was incorporated in 1789, and completed 1808; cost, \$528,000. Summit level, 104 feet above tide water, and 32 above the Merrimack at Lowell. Breadth at the surface, 30 feet; at bottom, 29; depth at low water, 3 feet. Locks, 136 feet, 50 locks. This and other short canals on the Merrimack, open a navigable communication between Boston and Concord, the capital of New Hampshire. Concord is 62 miles N. N. W. of Boston; 53 S. E. of Dartmouth college; 67 S. S. E. of Haverhill on Connecticut River; 45 miles V. N. W. of Portsmouth, and 52 miles N. W. of Newburyport. About 18 miles above Concord, the waters of the beautiful *Winnepesaukee Lake* meet those of the Merrimack. This lake is about 22 miles long, and 7 wide; 15 miles N. E. of Northfield, N. H.; 27 N. W. of Dover; and 472 feet above the level of the sea. From Boston, Concord, 63; Keene, N. H., 118; Brattleborough and Bennington, Vt., 174; to Troy, on the Hudson River, near the mouth of the Erie canal, is 204 miles. When the rail-road, from Bennington to Troy, now in progress, is completed, by the construction of 111 miles of rail-road between Bennington and Concord, a large extent of country will be opened to convenient markets, and Boston will have acquired a safe and easy access to the numerous channels of the vast commerce of the west.

*South Hadley Canal.* Incorporated in 1792. This canal overcomes a fall at South Hadley, by a dam 110 feet in height, 5 locks, and a cut through solid rock of 40 feet in depth, and 300 in length.

*Montague Canal.* This canal is in the town of Montague, on Connecticut River, 20 miles above Northampton, and was constructed for passing falls on that river. It is 3 miles in length, with 75 feet lockage, and greatly promotes the navigation of the river.

*Blackstone Canal.* This canal commences at Worcester, 49 miles S. of Boston, and extends to Providence, R. I. Length, 45 miles. Completed in 1828. Cost, \$600,000. Fall,

from the summit at Worcester to tide water at Providence, 451 61-100 feet. 48 locks. This canal serves to divert the trade of the large, fertile, and manufacturing county of Worcester and its neighborhood, from Boston to the beautiful and flourishing city of Providence. It is 45 miles long; Providence River to Newport, 75; and Long Island and Sound, 170; Worcester is 245 miles from the city of New York. Before the completion of a rail-road from Boston to Worcester, a ton of merchandise may be transported from Worcester to New York for 25 per cent. less than to Boston.

*Hampshire and Hampden Canal.* This canal is designed to meet the *Farmingington Canal* (which see). Length, 20 miles. Rise and fall, 298 feet.

**RAIL-ROADS IN MASSACHUSETTS.**—*Quincy R. R.* This rail-road extends from the tide waters of Neponset River, 8 miles S. of Boston, to the Seneca or Granite Quarry in Quincy. Single track of stone and iron. Length, including the branches, 4 miles. Completed in 1827. The maximum inclination of the road is 70 feet in a mile; the minimum, 9 feet. An inclined plane, of 375 feet in length, serves to take the stone down an elevation of 85 feet to the road at the foot of the quarry. A vast quantity of this beautiful material for building is annually wrought by the most skilful workmen, into all dimensions, both plain and ornamental; and is found in great abundance, as well as for the liberal proprietors of the road, that the supply is abundant, as the demand for it from various parts of the United States is constant and increasing.

*Boston and Lowell R. R.* This rail-road commences at the northwesterly part of the city of Boston, by a viaduct across Charles River, and extends to Lowell, on the Merrimack River, 25 miles N. W. of Boston. Near its northern termination it passes through a ledge of rock, about 900 feet long, and 40 high. The cut is 50 feet wide at the bottom, and 60 at the top. The inclination of the road is 70 feet in a mile, and 100 feet per mile. Incorporated in 1829; to be completed in 1834. Single track of stone and iron. This is considered the commencement of a line of rail-roads from Boston to Ogdensburg, N. V. on the St. Lawrence River, at the natural outlet of all the Great Lakes, above the rapids on that river, and 120 miles above Montreal. The route from Lowell to reach that point is not yet determined. The distance from Boston to Concord, 63 miles; Windsor, on Connecticut River, 111; Rutland, 132; Middlebury, 173; Burlington, on Lake Champlain, 208; most of the route to Pittsburg, 228; and from thence through the counties of Chittenden, Franklin, and St. Lawrence, in the state of New York, to Ogdensburg, is 332 miles. The accomplishment of this line of rail-roads will afford to Boston, and the country through which it passes, as great and important advantages, as any enterprise of the kind in this or any other country.

*Lowell* was incorporated in 1826. It was formerly a small part of Chelmsford, the whole population of which, in 1800, was 1250. The Pawtucket Canal, at this place, 1/2 mile in length, for overcomin a fall of 32 feet on the Merrimack River, serves the double purpose of passing boats to Worcester, and supplying hydraulic works to almost an unlimited extent. This canal is 90 feet wide, and 4 deep. The first cotton mill at Lowell was erected in 1822. There are now 19 mills in operation, and 4 building. These mills are of brick, about 157 feet in length, 45 in breadth, and 5 or 6 stories high. The "Machine Shop" is a brick building 220 feet long, 45 wide, and 4 stories high. About 200 machinists, many of them of the most approved skill and ingenuity, are constantly employed. About 600 tons of cast and wrought iron, besides a great quantity of machinery annually exported into machinery of various kinds. The quantity of anthracite coal annually consumed in the manufacturing establishments is computed to exceed 5000 tons; besides great quantities of wood and charcoal. When the new mills are completed, there will be 103,380 spindles, and 3,722 looms in operation. The manufacturers consist of cotton goods of all qualities; broadcloths, cassimeres, carpeting, rugs, and negro cloth. These mills require annually 10,500,000 lbs. of raw cotton, and 670,000 lbs. of wool. The mills now in operation produce annually 25,000,000 yards of fine cotton goods, and 900,000 yards of cotton and woollen cloth; 150,000 yards of cassimeres; 120,000 yards of carpeting, of beautiful colors and superior texture; besides large quantities of fanciful heart rugs. These mills require 6000 operatives, or hands; the proportion of which is about 1 male to 3 females. The operatives at present employed receive \$1,200,000 per annum for their labor. The amount of capital at present invested is about \$6,500,000. Lowell has a population of about 13,000.

*Boston and Worcester R. R.* This road commences at the easterly side of Boston, and extends to Worcester, 43 miles. Incorporated in 1831. To be completed in 1837. Estimated expense about \$900,000. It is proposed to continue this rail-road to Connecticut River, and from thence to West Stockbridge, or some other point in the county of Berkshire, to meet the *New York and Albany Rail-Road*, the northerly termination of which is at Greenbush, opposite to Albany. This rail-road will open a direct channel, alike available at all seasons, from one of the finest gran countries on the globe, to sections of New England, amounting in the aggregate to at least 29,000 square miles, and populated by no less than a million people, whose almost entire dependence is upon wheat bread, and a large portion of their other bread stuffs, is from southern markets, from 3 to 700 miles south of Cape Cod. According to the rates of transportation charged by the Baltimore and Ohio Rail-Road Company, a barrel of flour, from Albany, fresh from the mills, might be landed in Boston by a rail-road, in less than 14 hours, for 86 cts. This is, however, the maximum rate. Transportation by rail-roads can be afforded for much less. With regard to the immense and wide-spreading commerce of the west, in other respects, the mercantile community of Boston and its vicinity are too wise to be in any doubt of the value of its trade.

*Boston and Providence R. R.* This rail-way extends from Boston, via Sharon and Foxborough, to Providence, R. I. 40 miles S. W. of Boston. Incorporated in 1831; to be completed in 1834. Capital, \$1,000,000. Public convenience has long required a rail-road in this direction. This route is one of the greatest thoroughfares for travellers in the United States; and when it is taken into consideration, that the immense amount of merchandise continually passing between Boston and the south can pass this road in *two hours*, at any season of the year, instead of going its present course

"over the shoals," and round Cape Cod, a distance of 200 miles, from the mouth of Providence River; and often a voyage attended with great delay as well as risk, it needs no effort to show that this work will prove lucrative to its enterprising proprietors, and of great public utility.

**Boston and Taunton R. R.** Incorporated in 1831. Capital, \$1,000,000. From Boston to Taunton, 32 miles S. of Boston. It is proposed to unite Boston and Taunton by a lateral rail-road from the Boston and Providence Rail-Road at Sharon, 18 miles S. W. of Boston. Taunton is a large and beautiful manufacturing town, at the head of the navigable waters of a river of that name, 15 miles N. of Troy, on Fall River (also a flourishing manufacturing town); 21 miles N. N. E. of Bristol, on Narragansett Bay; 20 E. N. E. of Providence; 33 N. N. E. of Newport; 20 N. N. W. of New Bedford; and 75 miles N. W. by N. of Nantucket.

**New Bedford** is probably the richest town of its population in this country. It has a fine harbor, and is pleasantly located on an arm of Buzzard's Bay, 52 miles S. of Boston, 55 N. W. of Nantucket, and 214 N. E. by E. of New York. Population in 1829, 3,947; and in 1830, 7,592. This town is celebrated, with that of Nantucket, for the enterprise of its citizens in the Whale Fishery. The tonnage of the port of New Bedford, in 1833, amounted to 70,400 tons. Ships and barks, 180. The produce of the whale fishery, the same year, was 38,885 bls. sperm oil; 80,872 bls. whale oil; and 781,705 lbs. of whalebone; giving employment to about 4,000 men.

**CANALS IN CONNECTICUT.**—**Farmington Canal.** This canal commences at New Haven, and passes through Hampden, Cheshire, Southington, Farmington, Simsbury and Granby, to the Massachusetts line at Southwick, 55 miles N. of New Haven. From thence it will pass through Westfield and East Hampton to Northampton, by the **Hampden and Westfield Canal**, 20 miles; total length, 75 miles. The Connecticut part of the canal has 218 feet lockage, and a basin of 20 acres at New Haven. Completed in 1831, and cost \$600,000. The great design of this canal is to place New Haven in a position to compete with Hartford, and other towns on Connecticut River, for the valuable trade of the extensive, luxuriant, and highly cultivated valley of the Connecticut River. **New Haven** is a semi-capital of the state; a city of unrivalled beauty; of considerable foreign commerce, and renowned for its literary institutions, and the enterprise of its people. Situated on Long Island Sound, 75 miles N. E. of New York; 34 S. of Hartford; 108 S. E. by S. of Albany; and 64 miles W. N. W. of Montauk Point. Population in 1820, 7,147; in 1830, 10,678. **Hartford**, the twin capital of the state, is a city of great beauty, and possesses all the spirit of enterprise which characterizes her sister, New Haven. Hartford has become celebrated, and will ever receive the benedictions of philanthropists, for having established, within her borders, the first asylum for the deaf and dumb on the continent of America. Hartford has about 10,000 tons of shipping, a large amount of interior trade, and considerable foreign commerce. Situated at the head of ship navigation on the Connecticut, 42 miles N. of Long Island Sound; 64 W. S. W. of Providence; 97 S. of Boston; 101 S. E. of Albany; and 110 N. E. of New York. Population, 1820, 4,726; 1830, 9,789.

**Northampton**, at the northern termination of this canal, is one of the most beautiful towns in Massachusetts. It has considerable inland trade, and is the centre of large and increasing manufactures. Population in 1820, 2,854; 1830, 3,618. This place is located in the heart of a basin of fine alluvial soil of great fertility and extent, adorned with rich and variegated scenery; and in a valley which health, and beauty, and all the social and moral virtues, seem to have selected as their favorite abode.

**Enfield Canal.** Length, 5½ miles. Constructed to pass Enfield Falls on Connecticut River, and for hydraulic purposes; 2 stone locks of 10 feet lift, each 90 feet by 20. This canal adds 40 miles to the steam-boat navigation of that river. Incorporated in 1824.

## CANALS AND RAIL-ROADS IN OTHER STATES.

**Chesapeake and Delaware Canal.** (See *Delaware*, under *Census*.) **Newcastle and Frenchtown R. R.** This road runs nearly parallel to the C. and D. Canal. It varies but 853 feet from a straight line. Single track. It has 6 curve and 6 straight lines. The curve lines vary from 1,939, to 3,296 feet. The radii of the 3 smaller curves, 10,560 feet each; the radius of the largest, 20,000 feet. Aggregate of curve lines, 5-16 miles; of the straight lines, 11-3 miles. The graduation of the road varies from 10 6-12, to 18 4-12 feet a mile. For about 4,000 feet, the inclination is 29 feet a mile. The amount of excavation of earth, exclusive of the side drains, 500,000; and of embankment, 420,000 cubic yards. The road crosses 4 viaducts, and 29 culverts of stone masonry. Width, 26 feet. Cost, including locomotive engines, and accommodations at the termini, \$400,000.

**Cumberland and Oxford Canal, Maine.** This canal extends from the city of Portland to Sebago Pond, 20½ miles. Sebago Pond is 12 miles in length; greatest breadth about 6. By the construction of a lock, Long Pond and other waters are united with it; making the natural and artificial navigation 50 miles. Completed in 1829. Cost, \$211,000.

**Dismal Swamp Canal, Virginia.** This canal connects the Chesapeake Bay with Albemarle Sound, N. C. Length, 23½ miles. Capital, \$300,000. 40 feet wide, 6½ deep. Completed, 1822.

**James and Jackson River Canal and Navigation, Va.** This navigation commences at a basin in Richmond, and extends to Gochland C. H., 30½ miles. Depth, 3½ feet. Completed in 1825. Cost, \$23,295. There is also a canal on James River, around Irish Falls; 7 miles in length, and 96 feet lockage. Cost, \$340,000. There are many other costly improvements on the rivers of Virginia, either completed or in progress.

**Manchester Rail-Road, Va.** This road extends from Manchester, 33 miles N. W. of Williamsburg, to the coal mines. Single track. Length, 13 miles.

**Weldon Canal, North Carolina.** This canal passes around

the falls on the Roanoke, near Weldon, 75 miles N. E. from Raleigh. Length, 12 miles. Lockage, 100 feet.

**Santee Canal, South Carolina.** Length, 22 miles. Between Santee and Cooper's Rivers, 30 miles above Charleston. Completed, 1802. Cost, \$650,867.

**Winyaw Canal, S. C.** This canal unites the Santee River with Winyaw Bay. Length, 10 miles.

The **Charleston and Hamburg Rail-Road** extends from the city of Charleston, S. C., to Hamburg, on Savannah River, opposite to Augusta, Ga. Length, 135 miles. Completed in 1833. Cost, \$700,000. Constructed of wood, with tracks of iron, and designed for steam locomotive engines.

**Savannah and Ogeechee Canal, Georgia.** This canal unites the waters of the Ogeechee and Savannah Rivers, at the city of Savannah. Length, 16 miles; depth, 5 feet. Lockage, 29 feet. Commenced in 1825. Completed in 1829. Cost, \$162,276. It is proposed to extend this canal to the River Altamaha. Estimated cost, \$621,156.

The **Altamaha and Brunswick Rail-Road**, from Brunswick to the Altamaha, is 12 miles in length, and was commenced in 1832.

**New Orleans and Teche Canal.** A work in progress from the Mississippi River, opposite to New Orleans, to the waters which unite with Teche River, at Berwick's Bay. Length, 100 miles.

**Lake Pontchartrain Rail-Road**, from New Orleans. (See *Louisiana*, under *Census*.)

**Louisville and Portland Canal, Kentucky.** Incorporated in 1825. Completed in 1831. Length, 2 miles. Breadth at the surface, 300 feet; at bottom, 50. This canal was constructed to overcome a fall of 24 feet, on the Ohio River, at Louisville. The entire bed of this canal is excavated through a ledge of lime rock, and a part of it to the depth of 12 feet. Its locks, bridges, &c. are built in the most substantial manner, and contain 41,969 perches of stone masonry. It is a work of great utility as well as great expense. 827 boats, 406 of which were steam-boats, passed this canal in 104 days in 1831. It is calculated that there will annually pass this canal about half as much tonnage as is employed in the coasting trade of the United States.

**Lexington and Ohio Rail-Road, Ky.** Incorporated in 1830. Commenced in 1831. Capital, \$1,000,000. This road extends from Lexington to Frankfort, on Kentucky River, 25 miles; and from thence to the Ohio River, near Shippingport, 2 miles below Louisville. Total length, 66 miles. The maximum grade of this rail-way is 30 feet a mile; and the minimum curvature, 1,000 feet radius. Constructed for locomotive steam engines of great power and speed.

**Illinois and Michigan Rail-Road.** This rail-road will commence at Chicago, at the head of Lake Michigan, and extend to the foot of the rapids on Illinois River. Length, 96½ miles. Rise and fall, 195 feet. From the termination of this rail-road, the Illinois is navigable about 300 miles to the Mississippi, 18 miles above the mouth of the Missouri River. Chicago is likely to become an important depot of western commerce. It is about 340 miles S. W. of Mackinaw. From thence by Lake Huron, and Lake and River St. Clair, to Detroit, it is 273 miles. Total distance, by navigable waters, from Chicago to New York, 1450 miles.

There are other **Canals** in the United States of less magnitude; many of which are for the improvement of rivers and hydraulic purposes. Acts of incorporation have been passed for a great number of other **Rail-Roads** in different sections of the United States, some of which are in progress, and others will soon be commenced.

**CUMBERLAND or GREAT WESTERN ROAD.** This is a great national turnpike, commencing on the Potomac River, at Cumberland, Allegheny co., Md. 135 miles N. W. by W. of Baltimore, and 132 from Washington. This road passes the Ohio River at Wheeling, Va., 357 miles N. W. of Richmond, and nearly equidistant from Washington and Baltimore (264 miles), by land; and by water, 91 miles below Pittsburg; 358 above Cincinnati, and 1838 miles N. E. by E. above New Orleans. From Wheeling this road extends through the states of Ohio, via Zanesville; Indiana, via Indianapolis; and Illinois, via Vandalia; to Missouri, at or near St. Louis, a distance of about 750 miles. A considerable part of the road is completed in the most substantial manner, and the remainder is in progress. By a number of short canals the Potomac is made navigable to Cumberland. This road has already cost the United States more than \$2,000,000.

## CANALS IN BRITISH AMERICA.

**Welland Canal, U. C.** Completed in 1829. This canal is 53 feet wide at top, 26 at bottom, and 8 feet deep. Locks, 35. Capital stock, £200,000. (See *The Great Lakes*.)

**Rideau Canal, U. C.** This canal connects Lake Ontario, near Kingston, with Grand or Ottawa River, for sloop navigation. Length, 160 miles. Completed in 1833. The Ottawa is 500 miles in length, and forms the boundary line between U. and L. Canada. It rises N. of Lake Huron, joins the St. Lawrence near Montreal, and is an important channel of the N. W. or Hudson Bay fur trade. Cost, about £1,000,000 sterling.

**La Chute Canal**, on the Island of Montreal. Length, 9 miles. Constructed to avoid the rapids of St. Lewis. Cost, £220,000.

**CANALS** are of great antiquity. The first canal we read of is that of the *Red Sea and Nile* across the Isthmus of Suez, 125 miles; commenced 616, and completed 521 years before the Christian era. The *Naviglio Grande*, near Milan, in Italy, was constructed in 1257. **Locks**, to pass boats from one level to another, were invented by two Italian brothers, in 1481, and were first constructed on the *Martana Canal*, in 1497. The first canal in France is that of the *Loire and Seine*, 34½ miles. Commenced 1605, and completed 1642. The cost of this canal was \$3,700,000; about the cost of the Erie canal, considering the difference in the value of money. There were, in 1833, 900 miles of canal in

France. Peter the Great, of Russia, commenced the canal of *Volga*, and two others, in 1718. By canals and rivers, Russia now enjoys an inland navigation from St. Petersburg to the frontiers of China, a distance of 4472 miles, and an inland navigation of 1434 miles from the Baltic to Astrachan, on the borders of the Caspian Sea. The first canal in Great Britain was the *Sankey*, 13 miles; for which an act of parliament was passed in 1755. In 1758, the Duke of Bridgewater obtained an act for his stupendous enterprise. By his own means, he constructed a canal from Manchester to his coal mines at Worsley, 49 ms. in length; 16 of which are said to be under ground. By the duke's munificence, the inhabitants of Manchester enjoy the privilege of being supplied with coals at 4d. for 140 lbs. In 1829, there were 2,612 miles of canal in Great Britain. The *Imperial Canal*, in China, from Peking to Yellow River, 500 ms. in length, is the longest

canal in the world. A rough kind of rail-road was used in England, for taking coals from the mines, as early as 1673; but the era for the transportation of merchandise and passengers, by means of rail-roads, commenced with the construction of the *Stockton and Darlington Rail-Road*, in England, in 1825. Length, 33 ms. The greatest work of the kind in England, is that of the *Liverpool and Manchester*, 32 ms. It was completed in 1830. In 1831, 2500 passengers and 400 tons of goods were conveyed over this rail-way in one day. It is stated that a locomotive carriage has passed from one town to the other in thirty-three minutes. "The net income of this rail-way from January 1st to June 30th, 1831, was \$2,156,777. The *St. Lyons and St. Etienne Rail-Road*, in France, 35 ms.; double track; rails of wrought iron, supported by stone; was completed in 1831, and cost \$1,813,870.

**COL. LONG'S TABLES,**

SHOWING THE COMPARATIVE ADVANTAGES OF CANALS AND RAIL-ROADS.

| Speed per hour, | Fully developed by labor | Fully developed by horse and mule draught | Cost for one horse-mooring with different sections on a canal. | Cost for one horse-mooring with different sections on a rail-road. | Number of horses required to draw on a rail-road the load of a canal. |
|-----------------|--------------------------|---|--|--|---|
| ms.             | h. m.                    | miles.                                    | tons.  | tons.  | horses.   |
| 2               | 10                       | 27  | 30   | 10   | 0.23  |
| 3               | 6 40                     | 29  | 13.33  | 9.86   | 0.74  |
| 3 1/2           | 6 42                     | 31  | 9.38   | 9.38   | 1.00  |
| 4               | 5                        | 27  | 7.5  | 9.75   | 1.3   |
| 5               | 4                        | 27  | 4.8  | 9.64   | 2.08  |
| 6               | 3 27                     | 27  | 3.33   | 9.53   | 2.86  |
| 7               | 2 51                     | 27  | 2.43   | 9.42   | 3.87  |
| 8               | 2 37                     | 27  | 1.87   | 9.31   | 5.31  |
| 9               | 2 13                     | 27  | 1.43   | 9.22   | 6.2   |
| 10              | 2                        | 27  | 1.2  | 8.68   | 7.2   |
| 11              | 1 48                     | 27  | 1  | 9  | 9   |

SHOWING THE COMPARATIVE ADVANTAGES OF ANIMAL AND MECHANICAL LABOR.

| Speed per hour, | Fully developed by animal labor | Fully developed by mechanical labor | Number of tons that can be conveyed by 5 horses in 1 locomotive engine. | Daily distance traveled by a horse required to draw the load of 1 engine. | Number of horses required to draw the load of 1 engine. |    |
|-----------------|---------------------------------|-------------------------------------|---|---|---|----|
| ms.             | h. m.                           | hours.                              | tms.  | ms.   | horses.   |    |
| 3               | 10                              | 21                                  | 50  | 20  | 48  | 12 |
| 3 1/2           | 6 40                            | 21                                  | 49.33   | 20  | 72  | 15 |
| 4               | 5 42                            | 21                                  | 48  | 20  | 84  | 21 |
| 4 1/2           | 5                               | 21                                  | 48.75   | 20  | 96  | 24 |
| 5               | 4                               | 21                                  | 48.25   | 20  | 120   | 30 |
| 6               | 3 27                            | 21                                  | 47.66   | 20  | 144   | 36 |
| 7               | 2 51                            | 24                                  | 47.1  | 20  | 168   | 42 |
| 8               | 2 37                            | 24                                  | 46.55   | 20  | 192   | 48 |
| 9               | 2 13                            | 24                                  | 46  | 20  | 216   | 54 |
| 10              | 2                               | 24                                  | 45.5  | 20  | 240   | 60 |
| 11              | 1 48                            | 24                                  | 45  | 20  | 264   | 66 |

**STATISTICS OF THE MALIGNANT CHOLERA.**

The common scourge of mankind, under the above name, is so terrific in its approach, and rapid in its course, as to preclude, in a great measure, the possibility of those who witness it from giving a minute detail of its ravages. With few exceptions, these accounts are taken from the journals of the day, and are, probably, as correct, as far as they go, as any that can at present be obtained. A general view, therefore, of its course and devastation, can only be expected under such circumstances, and in a work of this kind.

This disease is said to have manifested itself first in August, 1817, at Jessore, a capital city of a district in Bengal, 103 miles N. E. of Calcutta. In Sept. following, it reached Calcutta, and soon after effected its ravages to many other cities of Hindostan. From Hindostan it spread itself indiscriminately into various other parts of Asia. In 1830, it invaded European Russia, Poland, Austria, Germany, Hungary, and other states of Europe. The Quarterly Review says: "Up to May, 1811, we know of six hundred and fifty-six eruptions of cholera in Asia and Europe. In the 14 years in which the cholera has raged, one sixth of the inhabitants of India have been carried off; one third of those dwelling in the towns of Arabia; one sixth of those of the same class in Persia; in Mesopotamia, one fourth; in Armenia, a fifth; in Syria, a tenth; in Russia, one twentieth of the population of the infected provinces, up to May, 1831, and there the malady has made fresh progress and carried off more victims. In India, as the disease has existed during the whole of the 14 years, M. de Jennes calculates the mortality at 2 1/2 millions annually, which would give a total of about 35,000,000; in order, however, to understand it, he reduces the number to 18,000,000 for Hindostan; and, taking the mortality for the rest of the world from China to Warsaw, to amount to about 3,500,000, arrives at the conclusion that 50,500,000 of our race have perished, in 14 years, of a disease which, in 1817, existed only in a few spots of the Presidency of Bengal."

In India, from its invasion to its disappearance, the duration varied from five days to six weeks; but, in certain places, it remained much longer. It ravaged Calcutta to the end of May, 1818; Bombay, from August, 1818, to February, 1819; and remained in Peking three years, where the mortality was so great that the dead were buried at the expense of the state. In Europe, its duration was shorter. It remained at Berlin from the 30th of Aug. to the 13th of Dec., 1831; at Breslaw from October to December; and at Vienna from the 14th of Sept., 1831, to the 16th of Feb., 1832. In Hungary, the number of cases is stated at 537,199; deaths, 237,066; in Galicia, 267,083 cases, and 97,789 deaths. In Danzig, there was 1 patient to 18 of the inhabitants, and 1 death to 60; at Posen, 1 patient to 44, and 1 death to 58; at Lemburg, 1 patient to 9, and 1 death to 13.

In India and Europe, its path has generally been from east to west; but its deviation from that course has been frequently noted. Rivers appear to serve as conductors for the cholera, but it has been known to cross them at right angles, and ascend a hilly country. It is said that in India its progress was from 15 to 18 miles a day.

In October, 1831, the cholera appeared at Sunderland, in England, 260 miles N. by W. of London. It invaded London in February, 1832; and, in the course of 50 days, it extended to other sections of Great Britain, and to the French capital. The number of deaths in London, in 1831, was 25,337; in 1832, 25,695; of the latter, 25,300 were cholera. From its commencement in London to April 23th, there were 2,532 cases, and 1,334 deaths. The deaths in Paris, in 20 days, were 8,198. The number of deaths in France, to the 1st of Aug., 1832, is stated to have been 69,159; in England and Scotland, to the 1st of Sept., 47,874 cases, and 17,684 deaths; in Ireland, to Aug. 19th, 22,865 cases, and 7,119 deaths. In Dublin, there were 9,232 cases, and 2,775 deaths; Liverpool, to Aug. 31st, 1832, 4,646 cases, 1,397 deaths; Glasgow, to Aug. 15, 4,164 cases, 1,933 deaths; Cork, 3,305 cases,

813 deaths; Edinburgh, to July 25th, 796 cases, 467 deaths; Belfast, 2,550 cases, 303 deaths; Leith, to 25th of July, 194 cases, and 112 deaths.

On the 8th day of June, 1832, the cholera manifested itself at Quebec, the capital of the Canada, 3000 miles distant across the ocean, to the nearest infected spot in Europe. The population of Quebec, both resident and transient, was estimated at 22,000. Cases, to Sept. 24, 5,783; deaths, 2,218. On the 10th of June, it appeared at Montreal, 166 miles from Quebec. Cases, to Sept. 21st, 4,420; deaths, 1,504. Population, 28,900. The disease reached its maximum at Montreal in 9 days, at Quebec in 7. "The course of the epidemic in Canada, and along the St. Lawrence, affecting the villages that line its banks, and extending to the farms of the open country. From the St. Lawrence, it spread along the shores of Ontario, skirted Lake Erie, arrived at Detroit, and has penetrated by Lake Superior to the Mississippi."

This epidemic first invaded the United States, at the city of New York, June 24, 1832, 391 miles south of Montreal, without a possibility to trace its immediate origin. The first subject of it was an old resident of the city. No place on the line of communication between New York and Canada was attacked with the disease previous to its appearance in that city. Even Albany, the great half-way house between New York and Montreal, remained untouched until the 3d of July. Cases in Albany, to Sept. 8, 1146; deaths, 418. Population, 25,000.

It is impossible to get the true population of cities in seasons of an alarming epidemic. The population of New York, during the prevalence of cholera, was estimated at 140,000. Many supposed the number to have been less. The number of deaths in New York, in 1831, with a population, resident and transient, of at least 225,000, was 6,383; in 1832, 11,359. This goes to show, as in the cases of London and Philadelphia, that where malignant cholera prevails, other diseases exist to a greater extent. Cases in New York from July 4 to Aug. 23, 5,814; deaths, 2,935. Whole number of deaths from its commencement to its termination, in October, 3,515. Ratio of deaths to cases, 1 to 2. The climax of the epidemic arrived July 21, on which day 311 new cases were reported. Of the deaths in New York, 256 were (of 530 cases) at Bellevue Almshouse, 300 miles distant from where the first case occurred. The first case at this place was that of an old woman, on the 27th of June, who had been confined to the house a number of years, and who could not have become infected by any external communication.

With the exception of a very limited number of cases at New Haven, Newport, Providence, Boston, Troy, and a few other places, all that part of the United States lying east of the Hudson River has been entirely exempted from the ravages of this great destroyer.

The first case of this epidemic in Philadelphia, appeared on the 5th of July, 1832; the second on the 9th; but its influence did not acquire its full sway until the 27th. Distance from New York, 85 miles; Montreal, 480. "No possible circumstance to account for the disease, by communication, existed." The population of Philadelphia, within the hills of mortality, was 160,000; but it must be granted that many people left the city. The number of cases in this city to Sept. 13th, was 2,314; deaths, 835. Ratio of deaths to cases, 2 to 2 1/2. Many cases in private practice were not reported. The disease reached its climax on the 7th of August. At Arch-street Prison, it appeared with great violence; 86 cases, 46 deaths. It appears, by observations made in this city, New York, and elsewhere, that the period of life most liable to attack, is from 50 to 60; and that most exempt, from 2 to 10 years. The proportion in regard to sexes in this city, was 59 30-100 males to 40 70-100 females. Ratio of cases to white population, 1 to 74; do. of cases to black do., 1 to 41. Notwithstanding the decrease of the resident and transient population of Philadelphia, during the period of cholera, the

mortality in June, July and August, 1832, after deducting the deaths by cholera, exceeded that of the same months in 1831, 425. The city of Philadelphia, previous to her incomparable water-works being in operation, suffered severely by yellow fever; but unlike yellow fever, which always located itself in the most filthy part of the city, the cholera diffused itself indiscriminately over every portion of her wide and beautiful domain.

To contrast the mortality by cholera with that by yellow fever in Philadelphia, it may be well to mention, that, from August 8th to October 8th, 1793, there were 1847 deaths; and during the same period in 1798, 2778. Population, in 1793, about 53,000; in 1798, 91,000. It was calculated, that in 1793, 17,700 inhabitants left the city, and in 1798, 50,000. In Baltimore, the number of deaths by cholera, to Sept. 29th, 1832, was 719; in Norfolk, to Sept. 11th, 491; in Cincinnati, from May 1st to Aug. 7th, 1833, 397; in Nashville, from March 27th to July 12th, 27 whites and 50 blacks. The disease appeared in New Orleans, October 27th, 1829, and has raged, at different periods since that time, with great severity, particularly among the black population. It is stated that the pecuniary loss to Louisiana, by the death of slaves, has already amounted to four million dollars.

The charters assailed the Havana, on the island of Cuba, in lat. 23° 9' N., on the 2th of Feb. 1833, and continue its ravages until the 20th of April. Number of deaths, 8,957. The climax of the disease arrived on the 27th of March, when 380 died. In 1841, the population of Havana and its suburbs was 49,824, of which 16,339 were slaves, and a large number *free negroes*. Of 7,415 deaths, which were particularly noticed, 2,335 were white, and 5,079 colored people; 3,955 males, 3,460 females. Of the deaths among the whites, there were, *Americans*, 740 males, 831 females; *Spaniards*, 414 males, 51 females; *foreigners*, 32 males, 11 females; *unidentified*, 131 males, 85 females. Of the colored population, *African negroes*, 981 males, 590 females; *free slaves*, 219 males, 959 females; *free African negroes*, 492 males, 521 females; *free creole negroes*, 438 males, 632 females; *free creole mulattoes*, 218 males, 301 females; *unidentified*, 270 males, 127 females. The free African negroes suffered the most severely. The mortality was great at among the whites at the period of life from 20 to 60; among the colored people, from 30 to 40. The aged, and children from birth to 10 years, were much less prone to the disease than adults. The disease first appeared without the walls of the city, but soon became general. The wretched portion of the city was most exempt. The disease soon extended to Matanzas, on Cuba, 60 miles east of Havana, and to many other islands of the West Indies.

The cholera still prevails in many parts of Europe; the number of cases in Lisbon to July, 1843, was 6,770, deaths, 3,250. It is now (October, 1851) extending its ravages in almost every section of the western and southern parts of the United States, with various degrees of malignity, and has extended to Mexico, which its capital city, it is stated, had lost, to July, 1833, 14,000 of its people.

All that can be said in regard to the causes of Malignant Cholera, is, that there is known to be a malign epidemic principle universally existing; but the nature, origin and character of that principle remain unknown. It appears to have a strong affinity to that class of diseases to which the common Cholera Morbus is attached; for the exciting causes and symptoms, in the first stage, are almost universally the same; but, at its second stage, it generally takes a type entirely its own, and follows, with hasty steps, a path to death, distinct from any other known disease.

The exciting causes are numerous—excesses of all sorts, bad food, such as dried and other indigestible meats, shell fish, half-cooked vegetables, unripe fruits or berries, raw or cooked, (poisonous at all times, particularly to children,) cucumbers, melons, and other watery vegetables, or fruits, ripe fruit, (unless in very small quantities, or properly cooked,) all impure liquors, and any that give an unnatural glow or chill to the system, quack doses, and many other things that common sense and experience dictate to all.

It is confidently held by many, that if people, in seasons of cholera, would live sparingly on good meat, boiled or roasted, bread and rice, butter and cheese, a common allowance of tea and coffee, a temperate quantity of pure wine, keep themselves dry, warm and cleanly, wear a woollen jacket close to the skin, and avoid, as much as possible, the evening and night air, fetid atmospheres, and crowded and unventilated rooms, very seldom a case of death would occur by cholera, let it rage among intemperate eaters and drinkers and the slovenly, to what extent it may.

As the cholera is a disease "to be prevented, not cured," let all travellers and others, who may become either necessarily or heedlessly exposed by any of its exciting causes, be solemnly admonished, particularly in seasons of cholera, that delay in attention to diarrhoea, or any other premonitory symptom of cholera, is dangerous in the extreme; that medical assistance should be immediately obtained; and in cases of persons going on journeys or voyages, medical advice should always be acquired before departure; and such medicines and directions procured, as to enable them to check it at the onset; for, be it remembered, the second stage is nigh to death.

Many learned men are of the opinion that the disease commonly called Malignant Cholera, Asiatic Cholera, or Cholera Asphyxia, is not of recent origin, but of ancient date. "The learned M. Monthron carries the origin of this scourge of the present age to a very remote period of antiquity. He believes it to be the same epidemic to which 70,000 of King David's subjects became victims, from Dan even to Beersheba. He again finds traces of it in the History of Josephus, in the works of

Hippocrates and Arathen of Cappadocia, and says it was of this malady that the Emperor Trajan died in the year 117, in the city of Silencis. The Black Pestilence, which depopulated the three parts of the world, and carried off one third of the men living, about the middle of the 14th century, appears to be the epidemic denominated, at the present day, *Asiatic Cholera*. Dr. Brunsais is of this opinion."

Doctor Waterhouse, of Massachusetts, says, "Sydenham, who has been called the British Hippocrates, speaks of it thus—The cholera morbus was more epidemic in 1667 than I ever knew it before, and was accompanied with violent vomiting, and difficult evacuations downwards. There was a violent pain and inflammation of the bowels, a heart-burn, thirst, with heat and anxiety, nausea, and a small unequal pulse, sometimes cold sweat, and spasms of the legs and arms, and such like symptoms, which frighten the bystanders, and kill the patient in twenty-four hours."

After quoting two learned physicians of antiquity—Celsus Aurelianus and Aretaeus—Dr. W. says,—“Here we see the strong lines of the disease, as they were marked out, two thousand years ago, by two admirable physicians, who are deservedly ranked among the princes of the art. Two hundred years ago, the cholera morbus was treated of by Sydenham, in England, and about the same time by his countryman, the very learned and admirable anatomist and physician, Dr. Thomas Willis, under the name of *unbloody dysentery*. In a word, the disease has been noticed, from time to time, from the earliest records of medicine.”

Although the cholera is justly considered a formidable enemy of mankind, yet, when its ravages are compared with those of the plague in ancient times, it sinks into comparative insignificance. We are told that the whole earth was visited by a plague, 37 years before the Christian era. The great plague which overran almost the whole world, in the 11th century, commenced, as did the cholera, in Asia. Previous to its appearance, and during its ravages, the elements were in a state of general convulsion. Strange meteorological phenomena occurred, accompanied with terrible earthquakes, hurricanes and deluging rains.

It arose in China, Tartary, India and Egypt, about the year 1345. It was ascribed to a general corruption of the atmosphere, accompanied by the appearance of millions of small serpents, and other venomous insects; and, in other places, quantities of huge vermin, with numerous legs and of a hideous aspect, which filled the air with putrid exhalations. At Rome, an earthquake threw down a great number of houses, steeples and churches. At Naples, there was an earthquake, accompanied with a tremendous hurricane, which destroyed a great portion of the city.

The plague extended its ravages from India into the more western parts of Asia, into Egypt, Abyssinia, and thence into the northern part of Africa. It proceeded over Asia Minor, Greece, and the islands in the Archipelago, almost depopulating the regions over which it stalked. It appears to have staid five or six months in one place, and then to have gone in search of fresh victims. Its symptoms were the same in all countries. It generally appeared in the groin or under the arm-pits, where swellings were produced, which broke into sores, attended with fever, spitting and vomiting of blood. The patient frequently died in half a day—generally within a day or two, at the most. If he survived the third day, there was hope; though even then many fell into a deep sleep, from which they never awoke.

Before the pestilence entered Christendom, it is recorded, in a report made to the pope at Avignon, that it swept away 23,000,000 persons, throughout the East, in the course of a single year. From Greece, the plague passed into Italy. The Venetians, having lost 100,000 souls, fled from their city, and left it almost uninhabited. At Florence, 60,000 persons died in one year. France next became exposed to its ravages. At Avignon, the mortality was horrible. Of the members of the English college there, not one was left alive; and of the whole inhabitants of the city, not one in five escaped. Streams of putrid gore issued from the graves and sepulchres of the dead. The malady proceeded northward through France, till it reached Paris, where it cut off 50,000 people. About the same time, it spread into Germany, where its ravages are estimated at the enormous amount of 12,400,000 souls. According to concurring accounts of several writers, at Lubek alone, 93,000 persons died in one year, of whom 1500 are reported to have died in the space of four hours.

At last, this fearful scourge began to be felt in England. About the beginning of August, 1348, it appeared in the seaport towns on the coasts of Dorset, Devon and Somersetshire, whence it proceeded to Bristol.

The people of Gloucestershire immediately interdicted all intercourse with Bristol, but in vain. The disease ran, or rather flew, over Gloucestershire. Thence it spread to Oxford; and about the 1st of November reached London. Finally, it spread itself all over England, scattering every where such destruction, that, out of the whole population, hardly one in ten was left alive."

It is stated as a fact that not one king or prince, of any nation, died of this disease. No doubt those august personages, both Christian and infidel, adopted a temperate mode of living, and paid particular attention to personal cleanliness.

London was again visited by the plague, in 1407, when 30,000 people were destroyed; again in 1604, when it is stated, a quarter part of the inhabitants died; and again in 1665, when its loss was 68,000. The plague raged at Constantinople, in 1611, and carried off 200,000 of its people. Bassora suffered the loss of 80,000, in 1773; Tunis, 32,000, in 1784; Egypt, 800,000, in 1792. Smyrna has frequently suffered by the plague; in 1784, 20,000 died; in 1814, 30,000; and more recently its loss has been severely felt by the same calamity.

#### Annual Mortality of some of the Chief Cities of Europe and the United States.

London, 1 in 40; Manchester, 1 in 44; Glasgow, 1 in 44; Paris, Lyons, Barcelona and Strasburg, 1 in 32; Geneva, 1 in 43; Leghorn, 1 in 35; Berlin, 1 in 34; Nice and Palermo, 1 in 31; Madrid, 1 in 29; Naples, 1 in 28; Brussels, 1 in 26; Rome, 1 in 25; Amsterdam, 1 in 24; Vienna, 1 in 23; St. Petersburg, 1 in 27; Boston, 1 in 44 2/3-100; New York, 1 in 37 83-100; Philadelphia, 1 in 45 68-100; Baltimore, 1 in 35 41-100; Charleston, 1 in 30.

That civilization, and the consequent cleanliness of cities, increases the duration of human life, is evident from the fact, that in London, in 1751, the mortality was 1 in 21; in 1811, 1 in 35; in 1811, 1 in 38; in 1821, 1 in 40. In Geneva, a child born there now has the time of the expectation of life than one born there had three centuries ago.

Louisbourg, Europe. Farr, an Englishman, born in 1483, was married in 1603, and died in 1635. Henry Jenkins, a Scotchman, lived 169 years. Margaret Foster died in 1771, aged 136. John Hingham died in 1757, aged 144. James Lawrence, a Scotchman, lived 140 years. In 1797 a Norwegian died, aged 160. Two Russians died recently, ages 150 and 165





# UNITED STATES TARIFF.

Tariff, or Rates of Duties, upon Goods imported into the United States, after March 3d, 1833, as established by Acts of Congress, March 2d, 1833.

¶ All articles of manufacture, consisting of one or more material, will be found under the head of that material which constitutes its only or principal value; except those of gold or silver; which, to be brought to the duty of 12½ pr. ct., must be greater, not only in value, but in quantity. For instance; the article of Buttons. Buttons are not specified; but their rate of duty is designated under Gold, Brass, Steel, &c., as the case may be, as articles of manufacture not otherwise specified.

¶ The figures without any sign, as pr. ct., cts., &c., indicate the per centum ad valorem, or per cent. on the cost of the article, at the place of exportation, including all charges, except insurance.

¶ N. O. S. signify not otherwise specified, or enumerated.

## ARTICLES SUBJECT TO DUTY.

### A.

Acetate of Lead, or White Lead, 5 cts. per lb. Acids, Muritic and Nitric, 12½; Tartaric, 15; Sulphuric, 3 cts. per lb. Adzes, 25. Agates, 12½. Ale or Beer in bottles, 20 cts. a gal.; or otherwise imported, 15 cts. a gal. Almond Paste, 15. Alum, \$2.50 per cwt. Amethyst, 12½. Angolas, as woollens. Aquafortis, 12½. Aqua Mellis, 15. Arrack, 57 cts. a gal. Articles, all, not free, and not subject to any other rate of duty, 15. Artificial Flowers, 25. Augers, Awls, and Aul Hefsts, 25. Awas, 35.

### B.

Bacon, 3 cts. a lb. Barley, 15. Barils, 25. Baskets, Wood or Osier, 25; do. Palmleaf, Grass or Straw, 15. Basket Carriages, 25. Bayonets, 25. Beads, Composition, Wax, Amber, Coral, and all other, n. o. s., 15. Beef, 2 cts. a lb. Beer, see Ale. Bellows, 25. Belts, 25. Belts, done with gold or silver thread, 12½; wove in, 30. Binding, Cotton, Linen, or Woollen, 25. Boards and Plank, 25. Bobbin, 25. Bolting Cloth, if all Silk, 5; all other, 15. Books, all printed previous to 1775, and those printed since 1775, except English, Latin, and Greek, 4 cts. a vol.; do. Latin or Greek, bound, 15 cts. a lb.; unbound, 13 cts. a lb.; do. all other English, bound, 30 cts. a lb.; do. Blank, 30; do. English, in sheets or boards, 26 cts. a lb. Bozes, Gold or Silver, 12½; Shell or Paper varnished, 15; Leather, 30; Fancy-colored Paper, Looking-glass, Silk Velvet, 20; Snuff, Musical, Dressing, and all other, n. o. s., 25. Bracelets, see Material. Brandy, 1st and 2d proof, 53 cts. a gal.; do. 3d do., 57 cts.; do. 4th do., 63 cts.; do. 5th do., 72 cts.; and do. above 5th do., 85 cts. a gal. Brass, in plates or sheets, and all manufactures of, or of which it is a component material, n. o. s., 25. Bricks, 15. Britannia Ware, 25. Bristles, 3 cts. a lb. Brochelles, if part Cotton, 50. Bronze, and all manufactures of, 25. Brooms, of Hair or Palmleaf, 15. Brushes, of all kinds, 25. Buckram, 25. Bulletts, 25. Bunting, 10. Butter, 5 cts. a lb. Buttons, see Material. Button Moulds, 15.

### C.

Calicoes, see Cottons. Camlets of Goats' and Camels' Hair, 15. Calomet, 15. Camels, real, 12½. Candles, Spermaceti, 8 cts. a lb.; do. Wax, 6 cts. a lb.; Tallow do., 5 cts. a lb. Candesticks, see Material. Cans, or Walking-Sticks, 25. Caps for Women, an Capes, Ladies' worked, named, or not, 25. Cap-Wire, covered, 12 cts. a lb. Carbonate of Soda, 15. Carbnulene, 12½. Cards, Playing, 30 cts. a pack; Visiting, or Blank, 15 cts. a lb.; do. Cotton or Wool, 25. Carriages, and parts of, 30. Carpets and Carpeting, Brussels, Wilton, and treble Ingrained, 63 cts. a square yard; do. all other Ingrained and Venetian, 35 cts. a square yard; all other, of Wool, 25; do. or Floor Cloths, all stamped, painted, or printed, 43 cts. a square yard; do. or Floor Matting, 5; Cashmere, or Thibet, 15. Cashmere, Gowns made, and do. Shawls, part Wool, 50; do. Shawls, Thibet, 15; do. Shawls, Silk, 5; do. Shawls, Silk and Cotton, 25. Casimeres, see Woollens. Casks, empty, 25. Chairs, Sitting, 25. Cheese, 9 cts. a lb. Chisels, socket, 35; all other, 25. Chocolate, 4 cts. a lb. Chronometers, 12½. Chrysolites, 12½. Cigars and Cheroots, \$2.50 per M. Citrate of Lime, 15. Clocks, 25. Clothing, ready made, 50. Coach Furniture, and Harness, of all descriptions, 30. Coal, 6 cts. per bush. Coffee-Mills, 25. Colechath, dry, 1 ct., and in oil, 1½ ct. per lb. Cold-cream and Cologne Water, 15. Combs, of Wax, Horn, Bone, or Shell, with or without brass rivets, 15; do. Wood, and all others, 25. Commodore Handles, 25. Compasses, Marine's, Brass, Iron, Shell, or Wood, 25. Composition Bolts, Nails, Rods, and Spikes, 25. Conserve, 25. Copper, Buttons, Still-Buttons, Plates or Sheets of, or Braziers', weighing more than 34 oz. per square foot, 15; do. Rods, Bolts, Spikes, or Nails, 4 cts. a lb.; do. Coins, Vessels, and all manufactures of, n. o. s., 25. Copperas, \$2 per cwt. Cordage, Cables and all other tarred, 4 cts. a lb.; do. untarred, 5 cts. a lb. Cordials, see Spirits. Coriander Seed, 15. Corks, 12½ cts. a lb. Corrosive Sublimate, 15. Corsets, 50. Cosmetics, 15. Cotton Bagging, 3½ cts. sq. yd. Cotton, unmanufactured, 3 cts. a lb. Cotton, unbleached and uncolored Cotton Twist, Yarn, or Thread, the original cost of which shall be less than 60 cts. per pound, is deemed and taken to have cost 60 cts. and pays 25 pr. ct.; do. bleached and colored do., the original cost of which shall be less than 75 cts. per pound, is deemed and taken to have cost 75 cts. and pays 25 pr. ct.; do. all manufactures of, or of which it is a component part, not dyed, colored, printed, or stained, not exceeding in value 30 cts. the square yard, shall be valued at 30 cts. the square yard, and if dyed, colored, printed, or stained, in whole or in part, not exceeding in value 35 cts. the square yard, shall be valued at 35 cts. the square yard, and pay 25 pr. ct.; do. all other manufactures of, or of which Cotton shall be a component part, n. o. s., 25 pr. ct. Crash, 15. Crayons, Black Lead, 25. Crucibles, 20. Crystals, Watch, 12½. Cutlasses, 25. Cutlery, all articles of, n. o. s., 25. Cutting Knives, 40.

### D.

Daggers and Dirks, 25. Dentifrice, 15. Diamonds, Glaziers', set in steel, 12½. Diapers, Russia, 15. Dolls, dressed and undressed, of wood, face shaped with plaster, painted, 25. Down, of all kinds, 15. Drawing Knives, 35. Duck, or Canvas, 15.

### E.

Earth, in oil, 1½ ct. a lb.; dry, as Ochre, 1 ct. a lb. Edo-

ny, manufactured, being the chief material, 25. Embroidery, Needle Work, with gold thread, 12½. Engravers' Burnishers, 25. Escutcheons, except silver, and Escutcheon Pins, 25. Essence, Rose, Tyre, Burgamot, Lavender, Lemons, Nutmegs, Oranges, Thyme and Rosemary, 15.

### F.

Fans, 25. Frathers, for beds, 15; do. ornamental, 25. Felts, or Hat Bodies, wholly or part of wool, 18 cts. each. Felting, for hatters, 50. Files and File Cuts, 25. Fire-Arms, except Muskets and Rifles, 30. Fish, foreign, dry, \$1 pr. 12 lbs.; do. Salmon smoked, \$1 do.; do. pickled in kegs, at the rate of \$1 pr. bbl.; do. Mackerel, pickled, \$1.50 pr. bbl.; do. Salmon, pickled, or dry salted, \$2 pr. bbl.; all other pickled fish, \$1 pr. bbl. Fish Hooks and Nets, dip and scoop, 25. Fishing Nets, other than dip or scoop, 5 cts. a lb.; do. Lines, 5 cts. pr. lb.; do. Lines complete, 25. Flasks, such as come in gin cases, \$2.50 pr. gro.; do. Powder, copper, or japanned, 25. Flax, manufactures of, such as Buraps, Tickenburgs, Platillas, Osanburgs, &c., 15; all other, n. o. s., 25. Flour, Wheat, 50 cts. pr. cwt. Foils, 25. Frocks, Guernsey, 50. Fruits, pickled, except Olives, 15. Furs, dressed, 12½.

### G.

Galloons, see Material. Garnets, Glass, 20; composition, imitation of, 15; do. hard ware, 25. Garters, see Material. Gilt Ware, all articles of, n. o. s., 25. Gimblets, 25. Groups, see Material. Gin, 1st proof, 57 cts. a gal.; 2d do. 60 cts.; 3d do. 63 cts.; 4th do. 67 cts.; 5th do. 75 cts.; above 5th proof, 90 cts. a gal. Gin Cases, with bottles in them, the cases, 25; the bottles, \$2.50 pr. gro. Ginger, ground, 2 cts. a lb. Gingham, as Cottons. Glass, Window, not above 8 by 10 in., \$3.00 sq. ft.; do. not above 10 by 12 in., \$3.50 100 sq. ft.; do. above 10 by 12 in., \$4.00 sq. ft.; do. Window, in plates, uncut, \$4.00 sq. ft.; do. Phials and Bottles, Apothecaries', from 6 to 16 oz., \$2.25 pr. gro.; do. not exceeding 6 oz., \$1.75 pr. gro.; do. Phials, fancy, for perfumery, not exceeding 4 oz., \$2.50; not exceeding 16 oz., \$3.25 pr. gro.; do. Phials of cut glass, with plated or metal caps or covers, with or without ground glass stoppers, 20; do. Black Bottles, not exceeding 1 qt., \$2 pr. ct.; exceeding 1 qt., \$2.50; do. Demijohns, 25 cts. each; all cut Glass Wares, Beads, &c., n. o. s., 3 cts. a lb. and 30 pr. ct.; all other articles of Glass, Beads, &c., n. o. s., 2 cts. a lb. and 20 pr. ct. Glasses, Honor, Looking, and Looking, with paper or wood frames, 20. Watch and Crystal, 12½. Globes, 25. Gloves, see Material. Glue, 5 cts. a lb. Gold, all articles composed wholly or chiefly of, in quantity, 12½; do. Leaf, 15. Gauges, 25. Grid-irons, 25. Guava, Jelly or Paste, 25. Gun Locks, 25.

### H.

Hair, Human, made up for head-dresses, and Ornaments for do., 25; do. Bracelets, Belts, Cloth, or Seating, 15. Hammers, Forge, 1 ct. a lb.; do. Carpenters', 25. Hangers, 25. Hard Ware, all articles of, n. o. s., 25. Harness, 30; do. Furniture, 25. Hats and Bonnets, Leghorn, and all other of Straw, Chip, Grass, or Bamboo; and all Flats, Braids, or Plaits, for making the same, 30. Hats and Caps of Fur, Leather, or Wool, and all other Hats, 30. Hat Covers, of Oil Silk, 30. Hatchets, 25. Hemp, unmanufactured, \$40 pr. ton; do. all manufactures of, n. o. s., 25. Hides, tanned or dressed, 30. Hoops, 25. Hooks and Eyes, see Material. Hooks, Reaping, 40. Hoopery, Silk, 5; all other, 25. Hydrometers, 20; do. metal being a component part, 25.

### I.

Indigo, or extract of, 15. Inkstands, Earthen, Wedgewood, or Paper, with glass, 20; do. Leather, 30; do. Wood or Metal, 25; do. Glass, plain, 20 pr. ct. and 2 cts. a lb.; do. Glass, cut, 30 pr. ct. and 3 cts. a lb. Iron Balls, Cannon or Musket, 25. Iron, in Bars or Bolts, not manufactured in whole or in part by rolling, 90 cts. pr. cwt.; do. Bar or Bolt Iron, made wholly or in part by rolling, \$30 pr. ton; do. in Slabs, Blooms, Loops, or other form, less finished than Iron in Bars or Bolts, and more advanced than Pig Iron, except casting, is to be rated as Iron in Bars or Bolts, \$30 pr. ton; do. in Pigs, 50 cts. pr. cwt.; do. Vessels of Cast Iron, with or without handles, rings, hoops, &c. of wrought iron, n. o. s., 1½ cts. pr. lb.; do. Castings of, all other, n. o. s., 1 ct. a lb.; do. Round, or Braziers' Rods, from 3-16 to 8-16 inch diameter, 3 cts. a lb.; do. all Scrap and Old Iron, having been in use, and fit only to be remanufactured, \$12.50 pr. ton; do. in Nail or Spike Rods, (to half an inch in thickness) slit, rolled, or hammered; Hoop Iron; Iron in Sheets; Band do.; Scroll do.; and Iron Cables or Chains, or any part thereof, manufactured in whole or in part, 3 cts. a lb.; do. Hoops, round, riveted, fit for use, 25; do. Spikes, 4 cts. a lb.; do. Nails, cut or wrought, 5 cts. a lb.; do. Tacks, Brads and Sprigs, not exceeding 16 oz. to the thousand, 5 cts. pr. M.; do. Tacks, &c. exceeding 16 oz. to the thousand, 5 cts. a lb.; do. Square Wire, used in the manufacture of Stretchers for Umbrellas, and cut in pieces not exceeding the length used therefor, 12; do. Anvils and Anchors, and all parts thereof, manufactured in whole or in part, 2 cts. a lb.; do. Mill Screws, \$1 each; do. Blacksmiths' Hammers, &c. of wrought iron, n. o. s., 1 ct. a lb.; do. Bolts in sheets and Boiler Plates, with holes for rivets, or otherwise, 3 cts. a lb.; do. Boilers, fit for immediate use, 25; do. Chain Breaching,

Jack Chains or Screws, Scrapers, Shoe Floats, Store Pipe Sheets fit for use, Trace Chains, Wagon or Cart Tire, round, the two ends welded together, and fit for the wood work, 25; do. Kedge, Weights, Cast Shot and Shoe Bills, 1 ct. a lb.; do. Pits and Ovens, and Cast Iron Soap Pans, 1½ ct. a lb.; do. Stove Pipe Sheets, flat, with holes along or near the edges, 3 cts. a lb.; do. Vices, 30; do. Wire, wove, 25; do. do. plated or silvered, 5; do. do. not exceeding No. 14, 5 cts. a lb.; do. do. exceeding No. 14, 9 cts. a lb.; do. do. Binding, for saddlery, (round and flatted,) n. o. s.; 30; do. Rail Iron, for rail-roads or inclined planes, prepared to be laid, \$30 pr. ton; if used for the purpose within three years, there is a drawback equivalent to the duty; do. all manufactures of, n. o. s., or of which Iron is a component part, 25. *Icory*, all manufactures of, n. o. s., 15.

## J.

*Japanned Wares*, all kinds of, n. o. s., 25. *Jeans*, see *Cottons*. *Jewelry*, Mock, 25.

## K.

*Kaloder*, 15. *Kendall Cottons*, see *Woolens*. *Kettles*, see *Material*. *Knives*, all, n. o. s., 25.

## L.

*Lace*, Coach, 35; do. all other kinds, and do. Shawls, Veils, Shades, Collars, Capes, Mantles, &c. 12½. *Lamp-black*, 15. *Lamps*, with brass pillars and glass chimneys, 25; do. all other, see *Material*. *Lanterns*, all kinds, 25; do. 1½. *Iron Plates* for, 15. *Lead*, 3 cts. a lb.; *Lead*, Nitrate of, 1½; do. *Oils* and *Scraps*, 2 cts. a lb.; do. in Bars, Pigs, or Sheets, 3 cts. a lb.; do. Red and White, dry or in oil, 5 cts. a lb.; do. Sugar of, 5 cts. a lb.; do. Pipes, 5 cts. a lb.; do. all manufactures of, n. o. s., or of which it is the material of chief value, 25. *Leather*, all manufactures of, n. o. s., or of which it is the material of chief value, 30. *Limes*, 5 cts. a lb. *Lunens*, bleached and unbleached, and Linen Cambric, 15; *Linen Hkfs.*, 25. *Lint*, 25. *Liquor Cases*, 25. *Liquor of Iron*, 12½. *Litharge*, 5 cts. a lb. *Loadstones*, 25. *Locks*, all, n. o. s., 25. *Looking Glass Frames*, if metal, or gilt on wood or metal, 25. *do. Plates*, if not silvered, 25, and 2 cts. a lb.—if silvered, 20 pr. ct. *Lustrings* and *Leotines*, see *Silks*.

## M.

*Madras Hkfs.*, 25. *Magnesia Sulphate* of, 15. *Mahogany*, sawed into planks or boards, 25. *Manganese*, 12½. *Marble*, manufactures of, 30. *Marble*, 25. *Material*, Table of, of Straw, of Orange, Burgandy, and do. of Orange Flowers, or Neroli, 15; do. Castor, 40 cts. a gal.; do. Linseed, Rape-seed and Spermaceti, 25 cts. a gal.; do. Olive, in casks, 20 cts. a gal.; do. do. in bottles or flasks, 15; do. of Vitriol, 3 cts. a lb.; do. Whale, and other, (not Spermaceti,) 15 cts. pr. gal. *Ointments*, for teeth or gums, 15. *Orange*, mineral, 5 cts. a lb. *Organs*, see *Musical Instruments*. *Otto of Roses*, 15.

## N.

*Nails*, Brads, &c. see *Iron*, *Copper*, &c. *Nankeens*, direct from China, 20. *Nitre*, refined, 3 cts. a lb.

## O.

*Oats*, 10 cts. a bush. *Ochre*, dry, 1 ct. a lb.; do. in oil, 1½ ct. a lb. *Oil Cloths*, all kinds, except Patent Floor Cloth, 12½ cts. sq. yd. *Oils*, of Lemon, Caraway, Lavender, Rosemary, Orange, Burgandy, and do. of Orange Flowers, or Neroli, 15; do. Castor, 40 cts. a gal.; do. Linseed, Rape-seed and Spermaceti, 25 cts. a gal.; do. Olive, in casks, 20 cts. a gal.; do. do. in bottles or flasks, 15; do. of Vitriol, 3 cts. a lb.; do. Whale, and other, (not Spermaceti,) 15 cts. pr. gal. *Ointments*, for teeth or gums, 15. *Orange*, mineral, 5 cts. a lb. *Organs*, see *Musical Instruments*. *Otto of Roses*, 15.

## P.

*Padding*, see *Woolens*. *Paints*, red, white, and other colors, lead, dry or ground in oil, 5 cts. a lb.; do. Spanish Brown, Venetian Red, or dry Ochre, 1 ct. a lb.; ground in oil, 1½ cts. a lb. *Paper*, Folio and Quarto Post, of all kinds, 20 cts. a lb.; do. Foolscap, and all Drawing and Writing, 12 cts. a lb.; do. Glass, Marble, Sand and Paste-board, 15 cts. a lb.; do. Printing, Copperplate and Stainers', 10 cts. a lb.; do. Sheathing and Wrapping, 3 cts. a lb.; do. Binders' and Box Boards, and such as blue nankeens are generally imported in, 3 cts. a lb.; do. Boxes, 15 pr. ct.; do. Rice and Gold Leaf, and all other kinds, 15 cts. a lb. *Paper Hangings*, 40. *Papier-Mache*, or Dried Pulp, 15 cts. a lb. *Paracetin*, 25. *Paris White*, 1 ct. a lb. *Pearls*, set or not, and all articles wholly or chiefly of, 12½; do. Mock, 15; do. Glass, imitation of, 20. *Pencils*, Black and Red Lead, or Crayons, 25. *Pepper*, Cayenne, 15 cts. a lb. *Pimento*, or Cloves, 15. *Perry*, 25. *Peter*, all articles of, n. o. s., or of which it is a component material, 25. *Phosphate of Lime or Soda*, 15. *Pickles*, 15. *Pipes*, watch, 12½. *Pistols*, 30. *Plated Ware*, all kinds of, n. o. s., 25. *Plough Plates*, \$30 a ton. *Pocket Books*, leather the chief value, 30; do. leather, with locks and mountings, silver the chief value, 12½; do. leather, with locks and mountings of steel, &c., of greater value, 25; do. silk, 5. *Pomatina*, 15. *Porcelain*, 20. *Porphyry*, 30. *Porter*, see *Alc.* *Fotash*, Bicarbonate, or Prussian of, or Chromate of, 12½. *Fotatos*, 10 cts. a bush. *Pots*, Melting, Earthen, or Stone, 20. *Power*, Hair, perfumed, 15; do. Brass or Bronze, 25; do. Tooth, 15; do. Gun, 5 cts. a lb. *Preserves*, in sugar or brandy, 25. *Prussian Blue*, 15.

## Q.

*Quadrants* and *Sextants*, 25. *Quadrant Frames*, 25; do. Glasses, 20 pr. ct. and 2 cts. a lb. *Quills*, prepared or manufactured, 15. *Quinine Sulphate* of, 15.

## R.

*Reaping Hooks*, 40. *Reeds*, manufactured, 25. *Reticules*, Merino or Cloth, 50; do. Leather, 30; do. Cotton or Paper, Japanned, 25; do. Bead, 20; do. Silk, 5; do. Silk, Bead, or Paper, not japanned, with clasps, 25. *Ribbon Supporters*, Wire or Cannelite, 25. *Rifles*, \$2, 50 each. *Rosewood Plank*, from 3 to 4 in. thick, and from 9 to 15 in. broad, 25. *Rugs*, Hearth, 50. *Rules*, Ivory, with brass joints or slides, 25; do. Brass or Iron, and Wood, or Wood with Brass, 25. *Rum*,

same as Brandy; do. Cherry, same as spirits other than from grain.

## S.

*Sabres*, 25. *Saddles*, 30. *Saddle-traces*, 25. *Saddlery*, common jinned and japanned of all descriptions, 25; do. plated, Brass and polished Steel, 25. *Sad Irons*, 25. *Salt*, 10 cts. pr. 50 lbs. *Salts*, Glauber, 2 cts. a lb.; do. Epsom, 4 cts. a lb.; do. Rochelle, 15. *Saltpetre*, refined, 3 cts. a lb. *Satin Straps*, or Patent Straps, 50. *Sausages*, 30. *Scales*, Mill, all each; do. all other, and Sun-scales, n. pr. ct. *Scale Drums*, 35. *Scales*, Ivory, Brass, Iron, Metal, Steel, Copper, or Wood, 25. *Scotch Plads*, 10. *Screws*, of Iron, called *Wood Screws*, and Iron do. weighing 25 lbs., 30; do. Brass, Copper, Wood, or Pad, 25. *Screw Drivers*, Wrenches and *Scrubs*, 25. *Scythes*, 40. *Srines*, 5 cts. a lb. *Shears*, 25. *Sheeting*, Russian, and Ravens Duck, 15. *Shoes or Slippers*, for children, (No. 10 and under,) 15 cts. a pair; do. for grown persons, of Elk, 30; do. of Leather, Prunella, Stuff and Nankeen, 25; do. Thread, 25. *Shoe Knives*, Rases and Tap, 25. *Shoes*, Horse, 25. *Shot*, Cast Iron, 1 ct. a lb.; do. Lead, 4 cts. a lb. *Shot Bags*, or Belts, mounted, 25; or if leather be the chief material, 30. *Shovels and Spades*, for digging, with or without handles, 40. *Shovels and Tongs*, 25. *Suckles*, or Reaping Hooks, 41. *Side Arms*, 25. *Sieves*, Wire, 25. *Silk*, Raw, 12½; do. Sewing and Twist, 40; do. all other manufactures of, or of which silk is a component part, coming from beyond the Cape of Good Hope, 10; do. all other manufactures of, or of which silk is a component part, n. o. s., 5; do. Curis, Garters, with wire and clasps, Hats and Caps and hemmed Hkfs., 25; do. Lace, 12½; do. Stocks, 51. *Silvers*, same as Gold. *Silvered*, or *Plated Wire*, 5. *Shivers*, 30. *Skins*, tanned or dressed, 30; do. Fur, dressed, 12½; do. White, for Druggists, 30. *Slates*, Cyphering, Roofing, and all other, 25. *Snauf*, 12½ cts. a lb. *Soap*, Shaving, Windsor, and other, perfumed, and wash balls of, do. 15; do. Castle, and all other, 4 cts. a lb. *Soda*, Carbonate of, 15; do. Sulphate of, 2 cts. a lb. *Spectacles*, Brass, Iron, Hated, or Steel mounted, 25; do. Gold or Silver, 12½; do. Turtle Shell, or Shell and Silver, 15; do. Cases for, Iron or Steel, 25; do. Leather, 30; do. Glass, 21, and all other, 15; do. Scotch, 12½. *Spirits*, distilled from grain, 1st pr., 57 cts. a gal.; 2d pr., 47 cts. a gal.; 3d pr., 47 cts. a gal.; 4th pr., 47 cts.; 5th pr., 75 cts.; and above 5th pr., 90 cts. a gal.; do. and Cordials, distilled from other materials than grain, same as Brandy. *Spoons*, see *Material*. *Springs*, for Wigs, 25. *Spy Glasses*, 25. *Squares*, of Brass or Wood, 25; do. Iron or Steel, 35. *Steel*, or Steel in bars, \$1, 50 pr. cwt.; do. Wire, not exceeding No. 14, 5 cts. a lb.; do. exceeding No. 14, 9 cts. a lb.; do. all manufactures of, or of which steel is a component material, n. o. s., 25. *Steeldards*, 35. *Sticks*, Walking, 25. *Stilettes*, 25. *Strap Irons*, 25. *Strainers*, or *Socks*, see *Material*. *Stone Ware*, 20. *Stones*, precious, set or not, 12½. *Straw Matting*, for floors, 5. *Sugar*, Brown, and Syrup of Sugar Cane, in casks, 21 cts. a lb.; do. White, Clayed, or Powdered, 3½ cts. a lb.; do. Loaf, 12; do. Lump, 10; (Loaf and Lump Sugar, when imported in a pulverized, liquid, or other form, pays the same duty.) *Sugar of Lead*, 5 cts. a lb. *Sugar Moulds*, 25. *Sulphate of Copper*, 4 cts. a lb.; do. of Iron, or Copperas, \$2 pr. cwt.; do. of Quinine, 15; do. of Magnesia, 4 cts. a lb. *Surgical Instruments*, see *Material*. *Suspenders*, or Braces, see *Material*. *Swarth*, or Swarth, Cane Blades, 25. *Saw*, 12½. *Lace*, 12½; do. Silk, 5; do. Worsted, 50. *Syrup*, or Molasses, 5 cts. a gal.; do. real, 15 pr. ct.

## T.

*Tables*, with marble Tops, Slabs, or Ornaments, 30; do. of wood, 30. *Tallow*, 1 ct. a lb. *Tapers*, Paper, with cotton wick, 25; do. Wax, 25. *Tarpanisins*, 25. *Tarps*, 25. *Tassels*, see *Material*. *Teas*, all kinds of, imported from places this side the Cape of Good Hope, or in foreign vessels, 10 cts. a lb. *Terra Sicana*, dry, 1 ct. a lb.; do. in oil, 1½ ct. a lb. *Teutrague*, manufactured, 25. *Thread*, Puck, 5 cts. a lb.; all other, 25. *Thalle Lace*, 12½. *Tiekleburgs*, 15. *Tives*, for building, 15; do. for building, 20; do. Marble, 30; do. Paving, 15. *Timepieces*, 25. *Tin*, all manufactures of, or of which it is a component part, 25. *Tinctures*, 25; *Odo-riferous*, 15. *Tinned and Japanned Saddlery*, common, 25. *Tippets*, Fur, ready-made, 25. *Tobacco*, manufactures of other than snuff and cigars, 10 cts. a lb.; do. Leaf, unmanufactured, 15. *Tobacco*, real, 12½; do. glass, 30 and 3 cts. a lb. *Ton*, manufactures of, same as Hemp, 25. *Tons*, metal and wood, 25. *Travelling Bags*, of carpeting and leather, 50. *Tresses*, Lace, 12½. *Trusses*, if the springs are of the chief value, 25; do. if of leather, 30. *Turquoises*, 12½. *Twine*, same as Cordage. *Types*, printing, new or old, 25.

## U.

*Umbrellas* and *Parasols*, all kinds, 25; do. Frames, Sticks, or Stretchers, 25; do. Brass Tips, Runners, &c. for do., 25; do. Square Wire, used for, of proper length, 12.

## V.

*Vases*, Porcelain, 20; do. Stands for, 30; do. Shades for, 20. *Vellum*, 25. *Venetian Red*, dry, 1 ct. a lb.; do. in oil, 1½ ct. a lb. *Vices*, 35. *Vinegar*, not distilled, 8 cts. a gal. *Vitriol*, Oil of, 3 cts. a lb.; do. Blue, or Roman, 4 cts. a lb.; do. Green, or Copperas, \$2 pr. cwt.

## W.

*Wafers*, 25. *Wagon Boxes*, 25. *Walters*, see *Material*. *Walnuts*, Pickled, 15. *Wares*, Cabinet, 30; do. Lacquered and Wooden, 25; do. China, Earthen, Porcelain and Stone, 20. *Warming Pans*, Brass or Copper, 25. *Water*, Bay, or Bay Rum, Cologne, Hungary, or Lavender, 15. *Web*, or *Webbing*, see *Material*. *Whalebone*, of foreign fisheries, 12½. *Wheat*, 25 cts. pr. bush. *Whips*, 30. *Whiskey*, same as Gin. *Whiting*, 1 ct. a lb. *Wigs*, 25. *Willow Sheets*, for hats or bonnets, 30. *Wines*, of France, in casks; Red, 6 cts.; White, 10 cts. a gal.; do. in bottles, 22 cts. a gal.; Madeira and Sherry, in casks, 25; do. in bottles, 50 cts. a gal.; Wines of France, Germany, Spain and Mediterranean, not specially enumerated, in casks, 15 cts. a gal.; Red Wines of Spain and Austria, in casks, 10 cts. a gal.; Wines of all countries in bottles or casks, unless specially enumerated, and all Wines not enumerated, 20 cts. a gal. *Wine*, After March 2d, 1834, the duties on the above Wines will be 50 pr. ct. less. *Wire*, Bonnet or Cap, 12 cts. a lb. Iron or Steel, tinned or gilt, not exceeding No. 14, 5 cts. a lb.; do. exceed-

ing No. 14, 9 cts. a lb.; do. Gold or Silver, 12; do. Silvered or Plated, 5; do. Brass, Copper, Gilt, or Wove, Bobbin, and all other, n. o. s., 25. Wood Balls and Ornaments, gilt or not, and all manufactures of, n. o. s., 25. Wood Screws, of Iron, 40. Wood, Fine, mixed with dirt or other material, and thus reduced in value to 8 cts. pr. pound, to be appraised according to quality, without reference to dirt, &c., and to pay on such appraisal, 40 pr. ct. and 4 cts. a lb.; do. all unmanufactured, the value whereof, at the place of exportation, shall exceed 8 cts. a lb., 40 pr. ct. and 4 cts. a lb.; do. Cardel, and all Wool imported on the skin, shall be estimated as to weight and value, and shall pay the same rate of duty as other imported Wool. Woollens, all milled and felled cloth, known by the name of Plaies, Korseys, or

Kendall Cottons, of which Wool shall be the only material, the value whereof shall not exceed 35 cts. the sq. yd., 50; do. Worsted Stuff Goods, Bombazines, Bombazetts, Shawls, and other manufactures of Silk and Worsted, 10; do. Worsted Yarn, 21; do. Woollen Yarn, 51; do. Mitts, Gloves, Bindings and Hosiery, 25; do. Blankets, the value whereof, at the place of exportation, shall not exceed 75 cts. each, 5; do. do. exceeding 75 cts. each, 25; do. Flannels, stockings and Baizes, 16 cts. sq. yd.; Merino Shawls, made of Wool, 50; do. all other manufactures of Wool, or of which Wool is a component part, n. o. s., 50.

Y.

Yellow, or Persian Berries, 12.

ARTICLES FREE OF DUTY.

Sp. im. denote specially imported; that is, "specially imported by order and for the use of some society incorporated for philosophical or literary purposes, or for the encouragement of the fine arts, or by order and for the use of any seminary of learning, school, or college within the United States, or the territories thereof."

A.

Acetate of Potassa, Tin and Morphia. Acids, Acetic, Citric, Oxalic, Pyroigneous, Benzoic and Chronic. Adhesive Plaster. Alabaster, or manufactures of. Alcoraque. Almonds. Alves. Amber. Ambergreis. Ammonia Sul, Carbonate, Nitrate, Volatile and Spirits of. Anatomical Preparations, and Specimens of. Anchovies. Angora Goats' Wool. Animals, of all kinds, for breed or not. Anatto. Anased. Antimony, Regulus of, and Crude. Antiquaries, sp. im. Apparel, Wearing, in actual use. Archil. Arzol. Armenian Bole, or Stone. Arrow Root. Arsenic. Articles of the growth, product, or manufacture of the U. S. or of its fisheries. Asphaltum. Assafetida. Aca Root. Ayr Stones.

B.

Bazagne, Personal, in actual use. Bags, Grass or Gunny. Balsam of Gilead. Balsams, of all kinds. Bamboos, unmanufactured. Barks, all. Bar Wood. Barilla. Barytes. Battledores. Bellium. Beans, all. Beaver, Fur. Bells, broken. Benzoin. Benzoin. Berries, all used in dyeing. Bismuth, and Oxide of. Black Lead Pots. Blacking. Bladders. Bodkins, Bone. Bone, Articles of, n. o. s. Books, sp. im. Books of Prints and Engravings. Borax, Crude and Refined. Boules De Mars. Brass, in pigs or bars; do. old, fit only to be remanufactured. Brazil Paste. Brimstone. Brucine. Bulrushes. Bulbous Roots, all. Bulw. Burgundy Pitch. Busts, sp. im.; do. of Marble, Metal, or Plaster.

C.

Calc. Cameos, imitation. Camomile Flowers. Camphor, Crude and Refined. Candel sticks, Alabaster, Bone, or Spa. Canella Alba. Cantharides. Capers. Carbonates, all, except Soda. Cardamom Seed. Carmine. Cascarella. Cassia. Castor. Casts, sp. im.; do. of Bronze and Plaster. Catgut. Cat-skin. Caviar. Cedar, in logs. Chalk. Charts, sp. im. or not, sp. im., or Books of, not connected with any work of which they form a volume. Chemical Preparations, n. o. s. Chloride of Lime. Chisamon. Clay, ground, or unwrought. Cloves. Cobalt, and Oxide of. Cochineal. Cocoa, Nuts and Shells. Cocculus Indicus. Coffee. Coins, of Gold or Silver; do. Cabinets of, sp. im. Colocynth. Coltsfoot. Colorado Root. Composition Stones. Coney Wood. Copper, Sheathing; do. old, fit only to be remanufactured, in pigs or bars. Coral, manufactured or not, except Beads. Corn. Crayons, white composition. Crocus Martia, or Red Oxide of Iron. Cubebs. Calabar. Cinnamon Seed. Currants.

D.

Dates. Delphina. Dolls. Wax. Dragon's Blood. Dye Woods, and all articles used for dyeing or composing dyes, n. o. s.

E.

Ebony, unmanufactured. Eleanpava. Elephant's Teeth. Emery. Enamel. Engravings, or Etchings, sp. im. or not. Esquilles, of Gold and Silver. Essence of Aspic, Mustard, Rue, Savin and Spruce. Ether, Sulphuric and Nitrous. Extracts, all, used for dyeing or medicinal purposes.

F.

Feltin, for vessels' bottoms. Figs. Filberts. Filtering Stones. Fire Crackers. Fish Sauce. Fish Skin, raw, or undressed. Flasks, Horn. Flax, unmanufactured. Flint Stones. Flour, of other grain than wheat. Fussils. Fuzgloze. Frankincense. Fruits, all, in their natural state; do. preserved in molasses. Furs, undressed. Fustic.

G.

Galanzal. Galbanum. Geas, sp. im. Gentian Root. Ginger Root. Ginseng. Goats' Hair, or Goats' Wool. Goats' Skins, not manufactured. Gull, Beater's Brim or Skins; do. Murrite or Oxide of; do. Ornaments, made by spreading Gold Leaf on very thin paper; do. Size; do. Coin, Bullion, or Dust. Grapes. Grass Cloth. Grindstones. Gums, Myrrh, Tragacanth, Siallela, Gamboge, and all other, n. o. s. Gypsum, or Plaster of Paris.

H.

Hair, Angora Goats', or Camels', manufactured or not; do. Penrils. Hartshorn. Harten Oil. Hats, or Plaits of Rabbit-skin. Hemlock. Hemp, Manila. Henbane. Hides, raw. Honey, paper. Hones. Honey. Hops. Horns and Tips, and Plaits of, for lanterns.

I.

Iceland Moss. Implements of Trade, of persons arriving in the U. S. Ink, or Ink Powder. Instruments, Mathematical or Philosophical, sp. im. Incentions, Models of. Iodine. Ipecacuanha. Imitations, Russia or Mica. Issue Peas, or Plaisters. Ivory, unmanufactured. Ivory Black.

J.

Jalap. Juniper, and Oil of.

K.

Kelp. Kermes.

L.

Lac Dye. Lake, or Lake Drops or Paints. Lanced Cases, Shagreen. Lapis, Calammaris, Infernalis and Tutia. Lavender, dry or flowers. Lead Pots, black. Leaves of Trees, for medicinal purposes; do. Palm and other. Leeches. Lees of Wine, li-

quid or crystallized. Lemons, or Juice of. Liquorice, Paste, Root, or Juice. Limes, or Juice of. Lunar Caustic.

M.

Maceroni. Mace. Machinery, models of. Mahogany, in logs. Malt. Manila Hemp, or Grass. Manna. Naps, sp. im. or not. Marble, unmanufactured, do. Children's, baked or stone. Mastic. Mattresses, Hair or Moss. Medals or Models, sp. im. Medicinal Drugs, all, n. o. s. Millstones. Mineralogy, specimens in. Morphia; do. Sulphate of. Mother of Pearl. Munjeet. Murariets, all, except Soda. Music, printed, bound, or in sheets. Mushrooms, or Sauce of.

N.

Narcotine. Natural History and Botany, Specimens in. Needles. Nitrate of Silver, or Lunar Caustic. Nitre, crude. Nutgalls. Nutmegs. Nuts, all. Nux Vomica.

O.

Oakum and Jank. Oil Stones. Oils, Almonds, Aniseed, Cloves and Juniper, Absinth, Sage, and all other, essential or volatile, n. o. s.; do. Palm. Oilbman. Olives. Onions. Opium. Oranges. Orange Peel or Flower Water. Orchella, or Archil. Ore, specimens of; do. Metallic, if not specimens. Ornaments, of Gold Paper. Orpiment, or Yellow Arsenic. Orris Root.

P.

Paintings and Drawings. Paints, all, n. o. s. Painters' Colors, n. o. s. Palm Leaf. Paste, Jujube or Medicinal; do. Brazil. Pastes, imitation of Precious Stones. Pearl, Mother of. Peas. Pelts, salted or pickled. Pencils, white composition, or Crayons; do. Slate; do. Camels' Hair. Pepper, Black. Peppers, Red. Peruvian Bark. Pester, old, fit only to be remanufactured. Philosophical Apparatus, sp. im. Phosphorus. Pines. Pine Apples. Pink Root. Pins, Paper or Pound. Pisinger. Pipe Clay. Flints. Fluting. Pocket Books, of Paper. Polishing Stones. Pomgranat s, or Peel of. Puppy, or Oil of. Pounce. Powder, Bleaching. Puffs. Preserves, in Molasses. Fruits, or Incurvans. Printed Labels, Handbills, Directions, &c. Prunes. Puffs, (Chaziers'), or Powder.

Q.

Quassia Wood. Quicksilver. Quills, unprepared.

R.

Rags, all kinds of. Raisins, of all kinds. Reeves' Colors. Retenades, Paper, not japanned. Rhubarb. R. r. Rocou. Roman Cement. Routs, all, for medicinal purposes. R. r. Roach, or Rose Water. Rose Wood, in logs. Rosin. Rotten Stone. Rouge. Rules, Bone. Rust of Iron. Rye.

S.

Safflower. Saffron. Sars. Sails, Brown, and all other chemical, n. o. s. Salsp'tre, crude. Sanderac. Saraparilla. Sarsaparilla. Scagliola Tu tra, or Fabas. Sals. Bone. Sculpure. Seeds, all. Senega, Leaves and Root. Sharls, Camels' Hair. Siellae. Stru's. Sires, Lawn, Hair, or Cypress. Sires, pickled. Skins, Fur, and all kinds, in the hair, dried, salted, pickled, raw, or unmanufactured in whole or in part; do. Fish, for saildiers; do. dressed with Alum only. Slip Eluc. Smalts. Souff Lores, Horn. Soda, soft or crude. Soy. Spa, or Spa Ware. Spectacle Cases. Paper. Spelter. Sponges. Spoons, Horn or Bone. Spunk. Spulla. Starch. Statures. Stuns, Burr, unwrought and wrought; do. Lithographic, polished; Oil, Pumice, Rot ten, Rag, Sand, Touch, Queens's, What, Ballast. Sturn. Straw, for Hats, in its natural state. Strings, Bow or Hatters', of gut; do. for musical instruments. Strychnine. Sulphate of Zinc. Sulphur Fium. Samac.

T.

Tamarinds; do. in Molasses. Tapioca. Tar, Barbadoes; do. Coal. Tartar, Red, Crude and Cream of. Teas, all kinds of, imported from China, or other places east of the Cape of Good Hope, and in vessels of the U. S. Tealies. Terra Japonica. Teutnegue. Turnburs, Bone. Tin, in Pans, Block, or in Figs. Tinctures, of Bark, and other Medicines. Tin Foil. Tin Plates. Timgurs, Nests', and other. Topaz, imitation, other than Glass. Tortoise Shell. Tow, of Flax or Hemp. Toys, Paper. Trees. Truffles. Turmeric. Turnips. Turpentine. Turtles. Turtle Shell.

V.

Valonie, or Fenah. Varnishes, of all kinds. Vegetables, n. o. s. Venian Hans. Verdigris. Verditer. Vermicelli. Vermilion. Vicunia, wool. Vinegar, distilled. Vitrol, white.

W.

Watermelons. Water Colors. War, Bees, Sealing and Blow-inners'. Weld. Willow, for Baskets, &c. Wood or Paint. Woods, all unmanufactured, n. o. s.; do. Brazil, Erzlicetto, Cato, Fustic, Logwood, Nicaragua, Pernambuco, Queen's, Red Saunders, Red and Rio de la Hache. Wool, unmanufactured, the value whereof, at the place of exportation, does not exceed 8 cts. a lb.

Y.

Yams. Yarrow.

Z.

Zinc. Nails of, or in Sheets; do. unwrought; do. Sulphate of Zebra Wood, in rough planks, from 4 to 5 inches thick, and from 12 to 14 feet long.

On the 14th of July, 1832, a law passed Congress regulating the Tariff, or Rates of Duties, on imports into the United States, to go into operation from and after the 3d of March, 1833; but some of the provisions of that law being unsatisfactory, particularly in one section of the country, the same Congress, at their next session, desiring to place the Tariff on a more permanent basis than it had hitherto been, so amended and modified that law, as to make the present Rates of Duties as are here stated. The subsequent changes in the Tariff System by the acts of March 2d, 1833, are subjoined.

“From and after the thirty-first day of December, 1833, in all cases when the duties imposed on foreign imports shall exceed twenty per centum on the value thereof, one tenth part of such excess shall be deducted; from and after the thirty-first day of December, 1835, another tenth part thereof shall be deducted; from and after the thirty-first day of December, 1837, another tenth part thereof shall be deducted; from and after the thirty-first day of December, 1839, another tenth part thereof shall be deducted; and from and after the thirty-first day of December, 1841, one half of the residue of such excess shall be deducted; and from and after the thirtieth day of June, 1842, the other half thereof shall be deducted.”

“The following articles imported from and after the 31st of December, 1834, and until the 30th of June, 1842, shall be admitted to entry free from duty,—to wit: bleached and unbleached Linens, Table Linen, Linen Napkins and Linen Cambrics, and Worsted Stuff Goods, Shawls, and other manufactures of Silk and Worsted, manufactures of Silk, or of which Silk shall be the component material of chief value, coming from this side of the Cape of Good Hope, except Sewing Silk.”

“From and after the 30th of June, 1842, the following articles shall be admitted to entry free from duty,—to wit: Aloes, Ambergris, Burgundy Pitch, Camomile Flowers, Cat-snip, Chalk, Coculus Indicus, Cochineal, Coriander Seed, Crude Salspêtre, Emery, Grindstones, Gum Arabic, Gum Senegal, Horn Plates for lanterns, Indigo, India Kubber, Juniper Berries, Lac Dye, Madder, Madder Root, manufactured Ivory, Musk, Nuts and Berries used in dyeing, Nuts of all kinds, Oil of Juniper, Opium, Ox and other Horns and Tips, Quick-silver, Refined Borax, Saffron, Shellac, Sulphur, Tin Foil, Tin in plates and sheets, Tortoise Shell, Turmeric, unmanufactured Rutans and Reeds, Vegetables used principally in dyeing and composing dyes, Verdigris, and all other articles employed chiefly for dyeing, except Alum, Coppers, Bichromate of Potash, Prussiate of Potash, Chromate of Potash, and Nitrate of Lead, Aqua Fortis and Tartaric Acid; and all imports on which the first section of this act (the first

paragraph quoted above) may operate, and all articles now admitted to entry free of duty, on paying a less rate of duty than twenty per centum ad valorem before the said 30th of June, 1842, from and after that day may be admitted to entry subject to such duty, not exceeding twenty per centum ad valorem, as shall be provided for by law.”

By the acts of March 2d, 1833, the provisions in whole of the 10th and 12th clauses of the 2d section of the act of July 14th, 1832, are suspended until the 1st day of June, 1834. Those clauses are in the following words, to wit: “On Axes, Adzes, Hatchets, Drawing Knives, Cutting Knives, Sickles or Reaping Hooks, Scythes, Spades, Shovels, Squares of Iron or Steel, plated Brass and polished Steel Saddlery, Coach and Harness Furniture of all descriptions, Steelyards and Scale Beams, Socket Chisels, Vices and Screws of Iron, (called Wood Screws,) thirty per centum ad valorem; on common tinned and japanned Saddlery, of all descriptions, ten per centum ad valorem; *Provided*, that said articles shall not be imported at a less rate of duty than would have been chargeable on the material constituting their chief value, if imported in an unmanufactured state.” “On japanned wares of all kinds, on plated wares of all kinds, and on all manufactures, not otherwise specified, made of Brass, Iron, Steel, Pewter, or Tin, or of which either of these metals is a component material, a duty of twenty-five per centum ad valorem; By the acts of March 2d, 1833, the provisions in whole of Sheet, Rod, Hoop, Bolt, or Bar Iron, or of Iron Wire, or of which Sheet, Rod, Hoop, Bolt, or Bar Iron, or Iron Wire, shall constitute the greatest weight, and which are not otherwise specified, shall pay the same duty per pound that is charged by this act on Sheet, Rod, Hoop, Bolt, or Bar Iron, or on Iron Wire, of the same number, respectively: *Provided*, also, that the said last-mentioned rates shall not be less than the said duty of twenty-five per centum ad valorem.”

*Payment or Duties.*—All duties not exceeding \$200 in amount, are to be paid in cash without discount; and “the duties on all Wool, manufactures of Wool, or of which Wool is a component part, shall be paid in cash without discount.”

With the above exceptions, the duties on all imports are payable in three and six months, until the 30th day of June, 1842, when “the duties required to be paid by law on goods, wares and merchandise, shall be assessed upon the value thereof at the port where the same shall be entered” and “all duties upon imports shall be collected in ready money.”

“An addition of 10 per cent. shall be made to the several rates of duties on all imports in vessels not of the United States; excepting, however, such foreign vessels as are entitled by treaty, or by act of Congress, to be entered in the ports of the United States on an equality with American vessels.

## FOREIGN MONIES,

*Taken at the Custom Houses, as fixed by Law or Custom.*

*Antwerp, Amsterdam, Rotterdam, and all the Netherlands* florins or guilders, 40 cts. *Augsburg, Bohemia and Trieste* florins, 48 cts. *Batavia*rix dollar, 75 cts. *Brasil* guildor, 40 cts. *Barcelona and Catalonia* livres, 534 cts. *Brabant* florin, 34 cts. *Bremen* dollar, 75 cts. *Bengal* sicca rupee, 50 cts. *Bombay* sicca rupee, 50 cts. *Calcutta* rupee, 50 cts. *Canada* pound, and pound of all the British Provinces in N. A., \$4. *China* tale, \$1.48. *Cayenne* livre, 7 to a dollar. *Czeved* florin, 37 23-100 cts. *Crown of Tuscany*, \$1.05. *Current marks*, 28 cts. *Denmark* rix dollar, \$1.00. *Ducat of Naples*, 803 cts. *England and Ireland* pound sterling, \$4.80. *France*, franc, 181 cts. *Florence* livre, 64 to a dollar. *Genoa* new livre, 181 cts. *Gibraltar* rix dollar, \$1.00. *Hamburg* rix dollar, \$1.00. *Hamburg*

mark banco, 331 cts. *India* pagoda, \$1.84. *Java* florin, 40 cts. *Jamaica* currency, \$3 to the pound. *Leghorn* dollar, 90 76-100 cts. *Leghorn* livre, 64 to the dollar. *Leipzig* florin, 48 cts. *Louis d'or*, or rix dollar of Bremen, 75 cts. *Onnee of Sicily*, \$2.46. *Portugal* mil rea, \$1.24. *Prussian* rix dollar, 68 29-100 cts. *Prussian* florin, 23 cts. *Russia* rouble, (subject to the rate of exchange on London,) 10 15-32 cts. *Russia* silver rouble, 75 cts. *Spain* real of plate, 10 cts. *Spain* coin of yellow, 5 cts. *St. Gaal* guilder, 436-100 cts. *Sweden* rix dollar, \$1.00. *Szozor* dollar, 55 cts. *Swiss* livre, 27 cts. *Scudo of Malta*, 40 cts. *Turkish* piaster, value to be ascertained according to the exchange on London. *Tiel of Sum*, 61 7-10 cts.

## COMMERCE OF EACH STATE AND TERRITORY IN THE UNITED STATES, Commencing on the 1st day of October, 1830, and ending on the 30th day of September, 1831: Also, the number of vessels and seamen employed, in each state and territory, in 1830.

| States and Territories. | Value of Imports.  | Value of Exports. |                   |                   | Tonnage Entered. | Numb. of ves'ls. | Numb. of seamen empl'd. | Tonnage owned at the principal ports in 1831. |         |
|-------------------------|--------------------|-------------------|-------------------|-------------------|------------------|------------------|-------------------------|---|---------|
|                         |                    | Domestic Produce. | Foreign Produce.  | Total.            |                  |                  |                         | Districts.                                    | Tons.   |
| Maine,                  | 941,407            | 799,738           | 5,825             | 803,573           | 101,454          | 535              | 2,949                   |   |         |
| New Hampshire,          | 146,235            | 109,456           | 1,706             | 111,222           | 7,198            | 38               | 121                     |   |         |
| Vermont,                | 1,206              | 925,127           |                   | 935,127           | 29,201           | 121              | 871                     |   |         |
| Massachusetts,          | 14,259,056         | 4,027,126         | 3,706,502         | 7,733,728         | 192,219          | 919              | 9,116                   | New York,                                     | 256,557 |
| Rhode Island,           | 562,161            | 348,259           | 19,215            | 367,465           | 23,945           | 87               | 838                     | Boston,                                       | 135,009 |
| Connecticut,            | 405,066            | 482,073           | 810               | 482,883           | 17,750           | 93               | 1,103                   | Philadelphia,                                 | 71,689  |
| New York,               | 57,077,417         | 15,726,118        | 9,309,026         | 25,535,144        | 393,691          | 1,382            | 14,298                  | New Bedford,                                  | 55,256  |
| New Jersey,             |                    | 11,430            |                   | 11,430            | 369              | 3                | 23                      | New Orleans,                                  | 45,027  |
| Pennsylvania,           | 12,194,083         | 3,594,302         | 1,919,411         | 5,513,713         | 80,058           | 365              | 3,907                   | Portland,                                     | 42,717  |
| Delaware,               | 21,656             | 34,514            |                   | 34,514            | 3,736            | 9                | 81                      | Baltimore,                                    | 35,621  |
| Maryland,               | 4,826,577          | 3,730,506         | 578,141           | 4,308,647         | 65,826           | 90               | 908                     | Salem,  | 28,195  |
| Dist. of Columbia,      | 193,555            | 1,207,517         | 13,458            | 1,220,975         | 5,668            | 54               | 448                     | Rath,   | 26,668  |
| Virginia,               | 48,926             | 4,149,986         | 489               | 4,150,475         | 32,918           | 93               | 843                     | Harnstable,                                   | 25,184  |
| North Carolina,         | 196,356            | 340,973           | 167               | 341,140           | 18,502           | 235              | 1,482                   | Nantucket,                                    | 23,227  |
| South Carolina,         | 1,238,163          | 6,528,605         | 46,596            | 6,575,201         | 53,390           | 115              | 927                     | Yaldoboro',                                   | 21,789  |
| Georgia,                | 399,940            | 3,957,245         | 2,568             | 3,959,813         | 29,034           | 79               | 772                     | Plymouth,                                     | 19,476  |
| Alabama,                | 224,435            | 2,412,862         | 1,032             | 2,413,894         | 29,166           | 66               | 484                     | Bangor, &c.                                   | 19,177  |
| Mississippi,            |                    |                   |                   |                   |                  |                  |                         | Portsmouth,                                   | 18,243  |
| Louisiana,              | 9,766,693          | 12,835,531        | 3,926,458         | 16,761,989        | 131,772          | 451              | 4,323                   | Newburyport,                                  | 16,577  |
| Ohio,                   | 617                | 14,728            |                   | 14,728            | 229              | 1                | 3                       | New London,                                   | 16,213  |
| Florida Territory,      | 115,710            | 28,493            | 2,002             | 30,485            | 4,931            | 15               | 93                      | Providence,                                   | 14,400  |
| Michigan Territory,     | 27,299             | 12,392            |                   | 12,392            | 43               | 1                | 2                       | Charleston,                                   | 13,354  |
| <i>Total,</i>           | <i>103,191,124</i> | <i>61,277,057</i> | <i>20,003,526</i> | <i>81,310,583</i> | <i>1,204,900</i> | <i>4,745</i>     | <i>43,736</i>           |   |         |

The domestic exports were thus distributed—Produce of Agriculture, \$47,261,453—Manufactures, \$7,147,364—Produce of the Forest, \$4,260,477—Produce of the Sea, \$1,889,473—Gold and Silver Corn, \$2,058,474—Articles not enumerated, \$715,311—Total, \$61,277,057.

**AMOUNT OF TONNAGE** which entered several ports in the U. S. during the year ending Sept. 30, 1831.—New York, 333,678—New Orleans, 131,725—Boston, 126,374—Philadelphia, 80,053—Baltimore, 65,245—Charleston, 53,390—Savannah, 38,276—Portland, 33,945—New Bedford, 23,161—Noble, 21,966.

**EAST INDIA COMMERCE.**—Two hun-

dred and thirty vessels passed the Straits of Sunda, in 1831. *Dutch*, 3 out, 54 home—*American*, 20 out, 29 home—*English*, 28 out, 27 home—*French*, 2 out, 1 home—*Spanish*, 3 out, 1 home—*Hamburg*, 2 out, 1 home—*Russian*, 1 out—*Suedish*, 1 out—*Danish*, 1 home.

**BRITISH COMMERCE AND NAVIGATION.**—The imports into Great Britain, in 1828, according to the official rates of valuation, were £44,887,774—Exports, £62,050,008—of which amount £9,839,728 was of foreign and colonial produce. The tonnage of the British Empire, in 1828, was 2,460,500 tons. There were 23,199 vessels belonging to the various ports of the Empire, and 151,415 men and boys were employed in navigating them.



VICINITY OF CHARLESTON,



VICINITY OF N. ORLEANS,



# POPULATION OF THE WORLD.

FROM THE LATEST AND BEST AUTHORITIES.

### AFRICA.

| States.                | Geo. Sp. Miles. | Inhabitants. | Chief Cities.       | Pop-ulation. |
|------------------------|-----------------|--------------|---------------------|--------------|
| Empire of Morocco,     | 130,000         | 4,500,000    | Mekinez,            | 70,000       |
| State of Tunis,        | 40,000          | 1,800,000    | Tunis,              | 100,000      |
| Kingdom of Tripoli,    | 1,000           | 208,000      | Tripoli,            | 15,000       |
| Kingdom of Tigree,     | 130,000         | 1,500,000    | Cheicut,            | 8,000        |
| Amharra,               | 48,000          | 1,000,000    | Gadaf,              | 40,000       |
| Empire of Bornou,      | 120,000         | 2,000,000    | Kouka,              | 30,000       |
| Felaabs,               | 50,000          | 3,000,000    | Sackatoo,           | 80,000       |
| Fouta Toré,            | 15,000          | 1,500,000    | Sego,               | 30,000       |
| Assuatie,              | 100,000         | 700,000      | Tilozos,            | 4,000        |
| Senony,                | 40,000          | 3,000,000    | Eoomaine,           | 15,000       |
| Brakna,                | 50,000          | 1,800,000    | Abomey,             | 24,000       |
| Kingdom of Chingamera, | 70,000          | 1,000,000    | Benin,              | 60,000       |
| Madagascar,            | 100,000         | 2,000,000    | Antanboe,           | 30,000       |
| Ottoman Africa,        | 387,000         | 3,000,000    | Porto Dauphin,      | 200,000      |
| Portuguese do,         | 389,000         | 1,440,000    | St. Paul de Loanda, | 260,000      |
| French do,             | 91,000          | 1,440,000    | Cape Town,          | 18,000       |
| Spanish do,            | 2,430           | 208,000      | Ceuta,              | 7,000        |
| Algeris,               | 3,000           | 135,000      | St. Louis,          | 10,000       |
|                        | 70,000          | 1,500,000    | Algeris,            | 50,000       |

### ASIA.

| States.               | Geo. Sp. Miles. | Population. | Capitals.     | Pop-ulation. |
|-----------------------|-----------------|-------------|---------------|--------------|
| Anhalt-Beruburg,      | 253             | 35,000      | Bernburg,     | 5,000        |
| Reuss, Elder Line,    | 240             | 34,000      | Cothue,       | 6,000        |
| Reuss, Younger Line,  | 109             | 24,100      | Greiz,        | 6,000        |
| Meiss, Loben-Eb. H.,  | 156             | 37,000      | Schleitz,     | 5,000        |
| Schw. Saalkreis,      | 302             | 57,000      | Ebersdorf,    | 3,000        |
| Schw. Saalkreis,      | 302             | 49,000      | Konradst.,    | 3,000        |
| Lippe-Deumold,        | 330             | 76,000      | Detmold,      | 2,000        |
| Lippe-Schaumburg,     | 347             | 95,000      | Buckeburg,    | 2,000        |
| Waldeck,              | 337             | 58,000      | Borch,        | 800          |
| Hohenzol. Sigmari'n,  | 293             | 35,000      | Sigmaringen,  | 700          |
| Hohenzol. Hechm'n,    | 82              | 18,000      | Hechingen,    | 3,000        |
| Lichtenstein,         | 40              | 6,000       | Lichtenstein, | 3,000        |
| Hesse-Romburg,        | 125             | 21,000      | Homburg,      | 48,000       |
| Bremen,               | 60              | 54,000      | Frankfort,    | 38,000       |
| Hamburg,              | 51              | 50,000      | Bremen,       | 112,000      |
| Lubeck,               | 114             | 148,000     | Hamburg,      | 52,000       |
| Kniphhausen, L'dship, | 13              | 2,550       | Lubeck,       | 100          |
|                       |                 |             | Kniphhausen,  |              |

### EUROPE.

| States.               | Geo. Sp. Miles. | Population. | Capitals.       | Pop-ulation. |
|-----------------------|-----------------|-------------|-----------------|--------------|
| Great Britain,        | 58,315          | 13,306,335  | London,         | 1,474,069    |
| Wales,                | 8,125           | 2,365,607   |                 | 104,174      |
| Ireland,              | 27,780          | 2,734,000   |                 | 79,526       |
| Denmark,              | 16,500          | 1,923,723   | Copenhagen,     | 20,610       |
| Sweden,               | 127,000         | 2,751,589   | Stockholm,      | 320,000      |
| Norway,               | 96,000          | 1,059,132   | Bergen,         | 135,443      |
| Russia,               | 1,499,000       | 52,575,000  | St. Peter-burg, | 325,000      |
| Poland,               | 35,700          | 4,085,709   | Warsaw,         | 600,000      |
| Croatia,              | 112,370         | 114,000     | Cracow,         | 35,000       |
| Turkey in Europe,     | 112,300         | 9,176,000   | Constantinople, | 16,000       |
| Prussia,              | 11,751          | 20,000,000  | Berlin,         | 1,000,000    |
| Austria,              | 21,000          | 4,333,936   | Vienna,         | 191,827      |
| Sardinia,             | 1,600           | 440,000     | Turin,          | 30,000       |
| Parma,                | 1,570           | 143,000     | Modena,         | 27,000       |
| Modena,               | 312             | 340,000     | Lucca,          | 22,000       |
| Monaco,               | 38              | 6,500       | Monaco,         | 1,000        |
| San Marino,           | 17              | 7,000       | San Marino,     | 4,000        |
| Tuscany,              | 6,224           | 1,300,000   | Firence,        | 80,000       |
| States of the Church, | 13,000          | 2,500,000   | Rome,           | 154,000      |
| Two Sicilies,         | 31,460          | 7,420,000   | Naples,         | 337,273      |
| Portugal,             | 29,150          | 3,530,000   | Lisbon,         | 239,872      |
| Spain,                | 137,400         | 13,933,953  | Madrid,         | 201,000      |
| Andora, (Spain),      | 141             | 15,000      | Andora,         | 2,000        |
| Austria,              | 194,400         | 33,133,937  | Vienna,         | 310,000      |
| Holland,              | 69,520          | 2,747,800   | Berlin,         | 238,850      |
| Belgium,              | 9,700           | 3,816,000   | Brussels,       | 27,000       |
| France,               | 154,000         | 32,560,834  | Paris,          | 774,332      |
| Switzerland,          | 11,200          | 3,035,814   | Zurich,         | 10,313       |
| Bavaria,              | 22,120          | 4,070,000   | Munich,         | 75,000       |
| Wurttemberg,          | 5,720           | 1,592,033   | Stuttgart,      | 24,681       |
| Hannover,             | 11,125          | 1,550,000   | Hannover,       | 28,000       |
| Saxony,               | 4,341           | 1,414,428   | Dresden,        | 95,000       |
| Baden,                | 4,480           | 1,141,727   | Karlsruhe,      | 20,000       |
| Hesse-Darmstadt,      | 3,344           | 718,000     | Darmstadt,      | 26,000       |
| Hesse-Cassel,         | 3,522           | 431,000     | Cassel,         | 12,000       |
| Saxe-Weimar,          | 1,079           | 277,000     | Weimar,         | 5,698        |
| Mecklenburg-Schw.,    | 1,850           | 241,000     | Rostock,        | 6,000        |
| Niedenburg,           | 1,186           | 212,000     | Magdeburg,      | 27,000       |
| Braunwick,            | 1,186           | 212,000     | Wolfenbutel,    | 27,000       |
| Saxe-Cobourg-Gotha,   | 631             | 145,000     | Gotha,          | 11,000       |
| Saxe-Meiningen,       | 631             | 133,000     | Meiningen,      | 5,000        |
| Saxe-Altenburg,       | 397             | 107,000     | Altenburg,      | 10,000       |
| Anhalt-Dessau,        | 261             | 50,000      | Dessau,         | 10,000       |

### AUSTRALASIA.

| States.                 | Geo. Sp. Miles. | Inhabitants. | Chief Cities. | Pop-ulation. |
|-------------------------|-----------------|--------------|---------------|--------------|
| Kingdom of Siam,        | 20,000          | 600,000      | Siak,         | 12,000       |
| (Siamra),               | 16,000          | 500,000      | Telencanow.   | 15,000       |
| Achen, (do.),           | 50,000          | 300,000      | Borneo,       | 10,080       |
| Borneo,                 | 12,000          | 300,000      | Selegan,      | 6,000        |
| Mindanao,               | 11,000          | 300,000      | hevan,        | 6,000        |
| Solo,                   | 5,100           | 130,000      | Hanarur,      | 6,000        |
| of the Sandwich }       |                 |              |               |              |
| Java, Sumatra,          | 923,000         | 9,860,000    | Batavia,      | 46,000       |
| Philippine Is. (Span.), | 39,000          | 2,640,000    | Manilla,      | 140,000      |
| Australas. (N. Holl.)   | 1,496,000       | 60,000       | Sydney,       | 10,000       |
| Tumor, (Portu. Part.)   | 5,000           | 137,000      | Dille,        | 2,000        |

[Australasia, or Oceania, the fifth division of the globe, was at first called Southern India, and, on account of its numerous islands, *Polynesia*, or the Island world. Some islands of this portion of the globe were discovered by Magellan, a Portuguese, in the service of Spain, as early as 1521. It takes its name from its southern position with regard to the old world. In the 17th century, the Dutch began to explore this part of the ocean, and, besides several small islands, discovered the large island of New Holland. Cook, who circumnavigated the world from 1768 to 1779, made many discoveries in this region, among which were New Caledonia and the Sandwich Islands.]

Germanic Confederation.

**NORTH AMERICA.**

| States.   | Sq. Miles.   | In-habitants.   | Chief Cities.   | Pop-ulation.  |
|---|--|---|---|---|
| <b>UNITED STATES.</b><br>Republic of the United States,<br>Indians in the United States.  | 1,009,234  | 12,859,194  | Washington,   | 18,857  |
| <b>MEXICO.</b><br>Mexico,<br>Puebla,<br>Guanaxuato,<br>Michoacan,<br>Zacatecas,<br>Oaxaca,<br>Yucatan,<br>Tabasco,<br>Chiapas,<br>Vera Cruz,<br>Queretaro,<br>San Luis Potosi,<br>Tamaulipas,<br>Durango,<br>Chihuahua,<br>Sonora and Sinaloa,<br>New Mexico,<br>California and Texas,<br>Terry of Santa Fe,<br>L. California,<br>Hascala,<br>Colima. | 30,482<br>18,431<br>6,335<br>24,166<br>385,000<br>12,259<br>82,898<br>82,697<br>79,534<br>14,676<br>18,750<br>27,660<br>13,482<br>19,017<br>35,121<br>54,890<br>107,284<br>24,705<br>193,600<br>214,800<br>376,344<br>57,021<br>10<br>10<br>148,000<br>612,297 | 1,100,000<br>894,000<br>600,000<br>385,000<br>2,200,000<br>2,200,000<br>600,000<br>450,000<br>78,038<br>83,750<br>156,740<br>500,000<br>174,557<br>166,824<br>200,000<br>160,000<br>188,636<br>188,636<br>195,400<br>150,000<br>25,000<br>13,419<br>5,000<br>5,000<br>1,550,000<br>65,000 | Washington,<br>Mexico,<br>Puebla,<br>Guanaxuato<br>Alahuatlan,<br>Zacatecas,<br>Oaxaca,<br>Merida,<br>Hermosa,<br>Chiapas,<br>Jalapa,<br>Queretaro,<br>San Luis Potosi,<br>Tampulipas,<br>Durango,<br>Chihuahua,<br>Merida,<br>Mexico,<br>Santa Fe,<br>Monterrey,<br>Loreto,<br>Hascala,<br>Guatemala,<br>St. Paul. | 150,000<br>75,000<br>63,000<br>26,000<br>18,000<br>22,000<br>22,000<br>10,000<br>5,000<br>20,000<br>20,000<br>40,000<br>15,000<br>10,000<br>17,000<br>16,000<br>13,000<br>9,000<br>10,000<br>1,000<br>1,000<br>5,000<br>4,000<br>4,000<br>1,000 |

**SOUTH AMERICA.**

| States.   | Sq. Miles.   | In-habitants.   | Chief Cities.   | Pop-ulation.  |
|---|--|---|---|---|
| <b>COLOMBIA.</b><br>Madalena,<br>Zulia,<br>Venezuela,<br>Maurin,<br>Caura,<br>Candiamaracha,<br>Boyaco,<br>Orinoquia,<br>Equador,<br>Asuadi.                              | 52,400<br>29,100<br>43,700<br>45,600<br>135,492<br>301,500<br>102,000<br>182,000<br>14,200<br>129,000<br>251,700               | 176,988<br>120,960<br>326,840<br>86,017<br>195,492<br>301,500<br>102,000<br>182,000<br>73,618<br>307,614<br>127,694                 | Cartajena,<br>Maracaibo,<br>Caracas,<br>Cumaná,<br>Popayan,<br>Bogota,<br>Medellin,<br>Guayaquil,<br>Cuenca,  | 15,000<br>20,000<br>25,000<br>8,000<br>7,000<br>3,000<br>16,000<br>4,000<br>20,000<br>52,000<br>35,000  |
| <b>BOLIVIA.</b><br>La Paz,<br>Moxos,<br>Chiriquitos,<br>Santa Cruz, or Puno,<br>Cochabamba,<br>Charcas,<br>Potosi.  | 50,000<br>75,000<br>35,000<br>25,000<br>25,000<br>103,000  | 300,000<br>87,000<br>279,000<br>250,000<br>359,000  | La Paz,<br>Conceico,<br>Santa Cruz,<br>Cochabamba,<br>Cochabamba,<br>Cochabamba,  | 40,000<br>10,000<br>40,000<br>25,000<br>20,000<br>40,000  |
| <b>BRAZIL.</b><br>Para,<br>Mato-Grosso,<br>Goias,<br>Maranhã,<br>Piauhã,<br>Ceara,<br>Pernambuco,<br>Bahia,<br>Minaes Geraes,<br>Rio Janeiro,<br>St. Paul,<br>Rio Grande. | 1,150,000<br>575,000<br>339,000<br>95,000<br>90,000<br>45,000<br>192,000<br>140,000<br>172,000<br>255,000<br>150,000<br>95,000 | 360,000<br>290,000<br>290,000<br>150,000<br>100,000<br>50,000<br>500,000<br>100,000<br>700,000<br>450,000<br>150,000                | Para,<br>Vila Bella,<br>Vila Boa,<br>Maranhã,<br>Oeyras,<br>Arecaty,<br>Pernambuco,<br>Bahia,<br>Rio Rico,<br>Rio de Janeiro,<br>St. Paul,<br>Port Alegre.  | 12,000<br>10,000<br>7,000<br>6,000<br>30,000<br>27,000<br>130,000<br>23,700                             |
| <b>LA PLATA.</b><br>Buenos Ayres,<br>Cordova,<br>Mendoza,<br>Entre Rios,<br>Corrientes,<br>Tucumanã,<br>Salta and Chaco,<br>PARAGUAY,<br>PERU,<br>CHILE,<br>GUAYANA.      | 280,000<br>138,000<br>117,000<br>33,000<br>39,000<br>112,000<br>200,000<br>80,000<br>94,000<br>450,000<br>250,000<br>110,000   | 275,000<br>138,000<br>180,000<br>185,000<br>78,000<br>240,000<br>160,000<br>100,000<br>950,000<br>1,700,000<br>1,400,000<br>200,000 | Buenos Ayres,<br>Cordova,<br>Mendoza,<br>Santa Fe,<br>Corrientes,<br>Tucumanã,<br>Salta,<br>Montevideo,<br>Assumption,<br>Lima,<br>Santiago,<br>Paramaribo, | 90,000<br>6,000<br>40,000<br>6,000<br>9,000<br>20,000<br>10,000<br>10,000<br>68,000<br>54,000<br>30,000 |

**WEST INDIES.**

| States.             | Sq. Miles. | In-habitants. | Chief Cities.   | Pop-ulation. |
|---------------------|------------|---------------|-----------------|--------------|
| Cuba Pinos, &c.     | 64,975     | 750,000       | Havana,         | 130,000      |
| Yucatan             | 4,797      | 95,000        | St. Juan,       | 20,000       |
| Haiti               | 26,300     | 950,000       | Port au Prince, | 30,000       |
| Jamaica             | 7,550      | 380,000       | Kingston,       | 33,000       |
| Trinidad            | 3,000      | 30,000        | Port Spaul,     | 13,000       |
| Bahama's            | 3,000      | 4,500         | New Providence, | 2,000        |
| Carriacoes          | 2,420      | 364,829       | Bridgetown,     | 18,000       |
| French Possessions, | 3,000      | 374,270       | Basseterre,     | 12,000       |
| Dutch do.           | 1,190      | 55,000        | Amsterdam,      | 8,000        |
| Danish do.          | 53,810     | 53,810        | Christiansstad, | 6,000        |
| Swedish do.         | 90         | 4,302         | Port Franco,    | 500          |

**SUMMARY**

**OF THE POPULATION OF THE WORLD.**

| Population.         | Sq. Miles. | Population. | Population |
|---------------------|------------|-------------|------------|
| Europe,.....        | 9,794,059  | 923,986,914 | 83,491,000 |
| Asia,.....          | 12,404,059 | 501,384,000 | 40,421,000 |
| Africa,.....        | 2,136,420  | 31,453,000  | 14,721,000 |
| Australasia,.....   | 1,830,100  | 14,347,000  | 7,841,000  |
| North America,..... | 7,811,459  | 52,039,569  | 2,941,000  |
| South America,..... | 6,496,100  | 12,565,289  | 1,991,000  |
| West Indies,.....   | 118,265    | 3,061,411   | 258,100    |
|                     | 33,590,286 | 817,377,213 | 24,381,000 |

Assuming it as a fact that the earth contains a population of 1,000,000,000, the following divisions, with reference to their religions, has been calculated.—Jews, 2,500,000; Christians, 300,000,000; Mohammedans, 140,000,000; Pagans, or Jades, 657,500,000.

**NATIONAL DEBTS**

in 1859.—The national debt of Great Britain was £519,600,000; of France, £194,400,000; of the Netherlands, £18,100,000; of Spain, £70,000,000; of Russia, £25,550,000; of Prussia, £29,701,000; of the Two Sicilies, £18,374,000; of the States of the Church, £17,142,000; of Bavaria, £11,311,000; and of Portugal, £5,949,000.

**NAVIES OF EUROPE AND AMERICA**

in 1859.—The national debt of Great Britain was £519,600,000; of France, £194,400,000; of the Netherlands, £18,100,000; of Spain, £70,000,000; of Russia, £25,550,000; of Prussia, £29,701,000; of the Two Sicilies, £18,374,000; of the States of the Church, £17,142,000; of Bavaria, £11,311,000; and of Portugal, £5,949,000.

Great Britain, 121 Ships of the Line, 198 Frigates, and 815 smaller vessels; total, 537. France, 53 L. Frigates, 3 L. Frigates, 35 L. Frigates, 33 S. V.; total, 91. Spain, 6 L. Frigates, 1 L. Frigate, 6 F. Frigates, 3 S. V.; total, 102. Sweden, 6 L. Frigates, 1 L. Frigate, 12 F. Frigates, 5 S. V.; total, 27. Prussia, 1 L. Frigate, 5 S. V.; total, 6. Colombia, 2 L. Frigates, 7 S. V.; total, 11. F. Frigates, 12 L. Frigates, 17 F. Frigates, 5 S. V.; total, 52. Grand Total, 247 Ships of the Line, 304 Frigates, and 1,710 smaller vessels.

Annual expense of the British navy, \$26,124,444; officers and men in the British naval service, 35,683. Annual expense of the French navy, \$12,590,000; officers and men in the French naval service, 29,938. Annual expense of the U. States navy, \$2,879,283; officers and men in the U. S. naval service, 6,345.



**REIGNING SOVEREIGNS OF EUROPE.**

| Namc.          | Title.        | Statc.          | Date of birth. | Date of accession. | Age at access'n. | Reli- gion. |
|----------------|---------------|-----------------|----------------|--------------------|------------------|-------------|
| Charles XIV    | King          | Sweden          | Jan. 20, 1794  | Feb. 5, 1818       | 24               | Luth'an     |
| Nicholas I.    | Emper.        | Russia          | June 6, 1796   | Dec. 13, 1825      | 29               | Orth.       |
| Fred'k VI.     | King          | Denmark         | July 28, 1768  | Aug. 13, 1808      | 40               | Luth'an     |
| William IV.    | Great Britain | Great Britain   | Aug. 21, 1765  | June 26, 1830      | 65               | Pr. Ep.     |
| William I.     | do.           | Holland         | Aug. 24, 1772  | Dec. 3, 1813       | 41               | Ref'nd      |
| Leopold        | do.           | Belgium         | Dec. 16, 1790  | July 21, 1831      | 41               | Luth'an     |
| Fr. Vn. III.   | do.           | Prussia         | Aug. 3, 1799   | Nov. 19, 1799      | 27               | Evang'l     |
| Anthony        | do.           | Saxony          | Dec. 27, 1755  | Apr. 24, 1827      | 71               | Catholic    |
| Gr. Dc         | do.           | Mex'k'vab.-Sch. | Dec. 10, 1735  | Apr. 24, 1763      | 28               | Luth'an     |
| Augustus       | do.           | Mod'nb. Str.    | July 13, 1779  | Nov. 6, 1816       | 37               | do.         |
| William        | Duke          | Oldenburg       | July 12, 1783  | Nov. 6, 1834       | 51               | do.         |
| William        | Duke          | Brunswick       | April 25, 1783 | Sept. 13, 1834     | 51               | Evang'l     |
| Er. Fred'k     | Gr. D'c       | Saxe-Wolmar     | Feb. 9, 1783   | Jan. 14, 1828      | 45               | Luth'an     |
| Bernard        | Duke          | Saxe-Coburg     | Jan. 27, 1764  | Dec. 9, 1806       | 42               | do.         |
| Fred'rick      | do.           | Saxe-Meinig     | Dec. 17, 1800  | Dec. 14, 1803      | 3                | do.         |
| Leopold        | do.           | Saxe-Alte'nb'rg | April 29, 1783 | Sept. 22, 1780     | 17               | do.         |
| Alexis         | do.           | Anhalt-Dessau   | Oct. 1, 1794   | Aug. 9, 1812       | 27               | Evang'l     |
| Prince         | do.           | Anhalt-Bern'g   | June 12, 1767  | April 9, 1794      | 28               | Catholic    |
| Guthrie        | do.           | Sch. Rudolst'   | Nov. 6, 1793   | April 26, 1807     | 13               | Luth'an     |
| Henry XIX.     | do.           | Kous.-El. Lane  | Mar. 1, 1790   | Jan. 25, 1817      | 26               | do.         |
| Leopold        | do.           | Lippe-Detmold   | Dec. 20, 1794  | Feb. 13, 1827      | 32               | do.         |
| Geo. Vm.       | do.           | Schlan-Lippe    | Aug. 20, 1789  | Apr. 11, 1802      | 13               | do.         |
| Louis          | Gr. D'c       | Hesse-Homb'g    | Aug. 23, 1780  | Sept. 5, 1813      | 33               | Evang'l     |
| William II.    | do.           | Hesse-Cassel    | Aug. 23, 1780  | Mar. 29, 1820      | 40               | Evang'l     |
| Anthony        | Prince        | Hesse-Darmst'   | Dec. 26, 1777  | Feb. 27, 1820      | 42               | Luth'an     |
| Fred'rick      | do.           | Hohenz' Hsch.   | June 22, 1776  | Dec. 26, 1785      | 23               | Catholic    |
| William Joseph | do.           | Lichtenstein    | Sept. 27, 1760 | Mar. 4, 1805       | 44               | Luth'an     |
| Louis          | King          | Wurtemberg      | Feb. 25, 1786  | Oct. 31, 1825      | 34               | Catholic    |
| Francis        | Emp.          | Austria         | Aug. 12, 1768  | Mar. 1, 1792       | 24               | do.         |
| E. F. Philip   | King          | France          | Oct. 6, 1773   | Aug. 9, 1830       | 57               | do.         |
| Ferd. VII.     | King          | Spain           | Oct. 14, 1784  | Mar. 29, 1808      | 23               | do.         |
| Miguel         | do.           | Portugal        | Oct. 28, 1802  | June 29, 1823      | 21               | do.         |
| Leopold II.    | do.           | Portugal        | Oct. 16, 1800  | May 26, 1834       | 34               | do.         |
| Francis Louis  | Duke          | Tuscany         | Oct. 13, 1737  | June 26, 1824      | 86               | do.         |
| Ch. Louis      | Duke          | Palma           | Dec. 6, 1771   | Mar. 18, 1814      | 42               | do.         |
| Georg V.       | Emper.        | Modena          | Oct. 28, 1790  | Mar. 29, 1824      | 33               | do.         |
| Ch. Louis V.   | Emper.        | S'v' of the Ch. | Sept. 18, 1765 | Feb. 8, 1824       | 65               | do.         |
| Ch. Louis V.   | Emper.        | Two Sicilies    | Jan. 12, 1810  | Nov. 8, 1830       | 21               | do.         |
| Alto Comuto    | Emper.        | Ionian Is. Rep. | July 20, 1795  | July 25, 1828      | 33               | Gr. Ch.     |
| Mahmoud II     | Sultan        | Turkey          | July 20, 1795  | July 25, 1808      | 23               | Mah'an      |

**POPULATION** of several of the largest towns and cities in Europe, in 1834. The population of Great Britain in 1834 was 16,000,000.

London, 1,200,000; Liverpool, 240,000; Manchester, 180,000; Glasgow, 120,000; Edinburgh, 100,000; Valencia, 80,000; Seville, 70,000; Lyons, 60,000; Constantinople, 50,000; Athens, 40,000; Rome, 35,000; Madrid, 30,000; Vienna, 25,000; Moscow, 20,000; St. Petersburg, 15,000; Berlin, 10,000; Paris, 10,000.

**COMPARATIVE VIEW** of the population of the several countries in Europe and America, according to their territorial limits.—Europe, England has 23½ inhabitants to a square mile. Wales, 91; Scotland, 55. Prussia, 236; Denmark, 121; Sweden, 23; Norway, 11; Russia, 55. Poland, 108; Greece, 307; Turkey, 1,000,000; Spain, 2,000,000; France, 20,000,000. Asia, 300,000,000; Africa, 200,000,000; North America, 20,000,000; South America, 20,000,000; Australia, 2,000,000.

**LANDS IN GREAT BRITAIN.**

| Cultivated.        | Uncultivated.     | Unprofitable.    | Total.            |
|--------------------|-------------------|------------------|-------------------|
| Acre.              | Acre.             | Acre.            | Acre.             |
| England.....       | 23,682,000        | 3,454,000        | 32,136,000        |
| Wales.....         | 1,917,000         | 1,069,000        | 2,986,000         |
| Scotland.....      | 12,195,300        | 3,500,000        | 15,695,300        |
| Ireland.....       | 333,600           | 169,000          | 502,600           |
| <b>Total</b> ..... | <b>45,128,900</b> | <b>5,192,000</b> | <b>50,320,900</b> |

**ROYAL FAMILY OF GREAT BRITAIN.**—King William IV. was married to Adelaide, sister of the Duke of Saxe-Meiningen, in 1818. She was born Aug. 19, 1792. The Heiress Presumptive of the British crown is Alexandrina Victoria, born May 24, 1819. She is the daughter of the late Duke of Kent, the king's brother, who was born in 1767, and Victoria, Maria Louisa, sister to Leopold, king of Belgium. King William had three brothers and three sisters living in 1833, viz., Ernest Augustus, Duke of Cumberland, born in 1771; Augustus Frederick, Duke of Sussex, 1773; Adolphus Frederick, Duke of Cambridge, born 1777; and the king's brothers and sisters receive annuities from the public purse, £112,900 sterling.

**ROYAL FAMILY OF FRANCE.**—Louis Philip married, Nov. 25, 1819, Maria Amelina, daughter of Ferdinand, late King of the two Sicilies. King Louis has four sons and four daughters. Ferdinand, Duke of Orleans, Prince Royal, was born Sept. 3, 1810. Louise was born April 3, 1812; married Aug. 9, 1832, to Leopold, King of Belgium.

**AUSTRIAN IMPERIAL FAMILY.**—Francis, the last Emperor of Germany, and first Emperor of Austria, has had three wives. By his second marriage with Maria Theresa, daughter of Ferdinand IV. of Sicily, he had two sons and four daughters. Ferdinand, the *Prince Imperial*, was born April 19, 1795, and married Anna, daughter of the late King of Sardinia, Feb. 27, 1831. Maria Louisa, the Duchess of Parma, was born December, 19, 1791, and married Napoleon, April 2, 1810.

**RUSSIAN IMPERIAL FAMILY.**—Nicholas married Alexandra, daughter of the King of Prussia, July 13, 1817; she was born July 13, 1798. He has three sons and four daughters. Alexander, *Hereditary Prince*, was born April 29, 1818.

**DONNA MARIA.**—Donna Maria da Gloria, the Queen of Portugal, died on April 4, 1819. Her father, Don Pedro, late Emperor of Brazil, and at present Regent of Portugal, was born Oct. 19, 1798. He is the eldest son of John VI. late King of Portugal. Donna Maria's mother was Leopoldine, daughter of the Emperor of Austria. Don Pedro abdicated the throne of Portugal, in favor of his daughter, on his becoming Emperor of Brazil, in 1826. Miguel, having married his niece, Donna Maria, by proxy, his brother, Don Pedro, appointed him Regent of Portugal during the minority of his daughter. Miguel took the oath required by the constitution, but soon renounced it, and assumed absolute sovereignty in his own right, as King of Portugal.

**NAPOLEON.**—As Napoleon Bonaparte occupies a large page of history, as a military hero, some data of his eventful life are here given. He was born at Ajaccio, in the island of Corsica, on the 15th of August, 1769. He became Captain in the army, Feb. 6, 1792—General in Chief of the army of Italy, Feb. 23, 1795—First Consul, Aug. 13, 1799—Consul for life, Aug. 2, 1802. He was crowned as Emperor of the French, Dec. 2, 1804—Abdicated his crown at Fontainebleau, April 11, 1814. He mounted the throne again, March 20, 1815—Abdicated again, June 22, 1815—Landed at St. Helena, Oct. 16, 1815; and died on that island, May 5, 1821.

**RUSSIAN CONQUESTS.**—The acquisitions of Russia to her territory during the last century, by her conquests over various nations, have been immense. During that period, more than 15,000,000 people became victims to her rapacity. In 1772, 1,300,000 Poles yielded to her sword; again, in 1793, 3,000,000; and again, in 1795, 1,200,000—total, 5,500,000—besides those who died on the field of battle, fled from their ill-fated country, or remained to endure the chains of a despot, after his inglorious conquest of that brave nation, in 1831.

STATISTICS OF THE UNITED STATES, &c.

Table with columns: States and Territories, Square miles, Pop. in 1790, 1800, 1810, 1820, 1830, Free colored persons, Slaves, No. of Militia, No. of Revs., Supply of troops, Expenditures for War, Chief Justices of States, Mode of choosing Electors of President and Vice President.

Table with columns: Foreign Countries, Pop. in 1830, 1840, 1850, 1860, 1870, 1880, 1890, 1900, 1910, 1920, 1930, 1940, 1950, 1960, 1970, 1980, 1990, 2000. Includes countries like Mexico, Brazil, Russia, etc.

LATITUDES AND LONGITUDES OF SOME PRINCIPAL PLACES IN FOREIGN COUNTRIES.

A TABLE,

Showing the distances, by the shortest mail routes, between the state capitals, the principal cities, and the capitals of territories, respectively. Prepared by direction of the Postmaster General, 1831, and published by his permission: To which are added, the latitude and longitude of the several places. Lat. all North---Lon. all West; and calculated for the meridian of Greenwich, 5° or miles East of London. London is in North Lat. 51° 31'. The distances on some of the principal routes for travellers in the United States, are annexed.

Table with columns: Name of place, Lat., Lon., and various city names (Augusta, Concord, Montreal, Boston, Providence, New York, Philadelphia, etc.) with corresponding distances.

From Boston to Providence, R. 1. 40 m. Newport, 70—Block Island, 96—New-London, Conn. 119—Mouth of Ct. river, 135—New Haven, 165—Bridgeport, 175—Norwalk, 195—Sand's Point, L. 1. 217—Frog's Pt. 223—Hell Gate, 234—New York, 240. From New York to Manhattanville, on the Hudson river, 7 miles—Tarrytown, 25—Sing Sing, 32—Stoney Pt. 37—Peekskill, 41—St. Anthony's Nose, 44—West Pt. 51—Newburgh, 60—Poughkeepsie, 75—Hyde Park, 83—Columbus, 89—Red Hook, 100—Catskill, 110—Hudson, 116—Kinderhook, 124—Coeymans, 131—Albany, 144. From Albany to Schenectady, by the Erie Canal, 30 miles; (by the Mohawk and Hudson Rail-road, 16)—Amsterdam, 46—Caughanawaga, 57—Canajoharie, 69—Little Falls, 88—Herkimer, 95—Utica, 110—Rome, 125—Oneida Creek, 141—Chittenango, 154—Manlius, 162—Syracuse, (salt works) 171—Jordan, 191—Montezuma, 206—Lyons, 226—Palmyra, 241—Pittsford, 260—Rochester, 270—Ogden, 282—Brookport, 290—Portville, 299—Middleport, 321—Lockport, 333—Tonawanda, 352—Black Rock, 360—Buffalo, 363. From Buffalo to the mouth of the Maumee river, Ohio, at the western point of Lake Erie, by the Lake, 246 m.—(From B. to Erie, Penn. 83—Cleveland, 190—Detroit, 330) From the mouth of the Maumee, to Fort De-fiance, Ohio, by the Miami canal, which is nearly finished, 56 m.—Fort St. Mary's, 116—Hardin, 135—Dayton, 185—Hamilton, 230—Cincinnati, 250. From Cincinnati, down the Ohio river, to Yevay, 65—Louisville, 132—Bockport, 277—Mt. Vernon, 333—Mouth of Cumberland river, 445—Mouth of Tennessee river, 456—To the junction of the Mississippi and Ohio rivers, 503—New Madrid, 568—Big Prairie, 700—Mouth of Arkansas river, 888—Pompanon, 1026—Walnut Hills, 1073—Natchez, 1176—Mouth of Red river, 1245—Baton Rouge, 1440—New Orleans, 1480. Total number of miles from Boston to New Orleans by this route, 2723. From Cincinnati to Maysville, (up the Ohio river,) 57 miles—Bullington, 144—Gallipolis, 185—Marietta, 217—Wheeling, 238—Fancettown, 401—Middletown, 438—Pittsburgh, 449. From the union of the Ohio and Mississippi rivers, to St. Louis, 18 miles below the mouth of the Missouri, 171 miles. From New York to Mount Vernon, Vir. To Newark, N.J. 8 miles—Elizabeth Town point, 10—Amboy, 23—New Brunswick, (up the Raritan,) 35—Princeton, by stage, 50—Trenton, by do. 60—Bordentown, on the Del. river, 67—Bristol, Penn. 77—Burlington, N. J. 78—Philadelphia, 97—Newcastle, on the Del. 132—Frenchtown, on the Chesapeake, by Rail Road, 148—Pool's Island, 167—Baltimore, 217—Washington, 253—Alexandria, 262—Mount Vernon, on the west bank of the Potomac, south from Washington, 271 m. From Albany to Montreal. To Troy, by the Champlain canal, 7 miles—Watford, 11—Stillwater, 23—Saratoga, 31—Schuylerville, 35—Fort Miller, 40—Fort Edward, 48—Fort Ann, 60—Whitehall, 72—Ticonderoga, by Lake Champlain, 96—Crown Point, 111—Basin Harbor, 123—Essex, 133—Burlington, 147—Port Kent, 163—Plattsburgh, 171—Chazy, 186—Champlain, 198—S. Johns, L. C. 220—La Prairie, (by Land,) 238—Montreal, (by packet,) 247—(Quebec, 413.) From Albany to Ballston Spa, 29—Saratoga Springs, 35 miles. From Boston to Burlington, Vt. Concord, Mass. 16—Gronon, 32—New Ipswich, N. H. 53—Keene, 79—Walpole, 93—Rutland, Vt. 144—Middlebury, 175—Verdunnes, 188—Burlington, 210. From Boston to Eastport, Me. (by Steam-Boat.) Cape Ann, 36—Portsmouth, 70—Portland, 116—Bath, 146—Pennaquid Point, 166—Bellaist, 226—Castine, 237—Maehias, 332—Eastport, 369 miles. From Buffalo to Ogdensburgh. Niagara Falls, 21 miles—Lewiston, 28—Fort Niagara, 35—Genesee river, (on Lake Ontario,) 109—Great Sodus Bay, 144—Oswego river, 172—Sackett's Harbour, 212—Cape Vincent, 232—Morristown, 252—Ogdensburgh, 324—(Montreal, by this route, 444.) From New York to Norfolk. Sandy Hook, 18—Barnegat Inlet, 74—G. Egg Harbor, 126—Cape May, 171—Cape Charles, 311—Elizabeth river, 346—Norfolk, 358. From Philadelphia to Norfolk. Chester, 12—Newcastle, 35—Reedy Island 45—Simm's Creek, 60—Dover, (by land,) 66—Camden, do. 70—Guinea T. do. 86—St. John's T. do. 94—Bridgeville, do. 90—Seaford, do. 106—Vienna, do. 126—Nanicoke Point, do. 152—Devil's Island, 159—Watkins Point, 174—Hampton Roads, 256—Norfolk, 268. From Baltimore to Norfolk. North Point, 15—Sandy Point, 29—Annapolis, 35—Curtis Point, 44—Herring Bay, 51—Sharp's Island, 63—Cove Point, 79—Patuxent river, 85—Point Look-out, 105—Smith's Point, 113—Rappahannock river, 137—New Point Comfort, 153—Old Point Comfort, 182—Elizabeth river, 190—Norfolk, 200. From Charleston, S. C. to Savannah and Augusta. Gov. Sullivan's Island, 3—Light-House, 13—N. Edisto river, 36—St. Helena Sound, 46—Port Royal Entrance, 72—Pritch Light House, 83—Savannah, 108—Ouslow Island, 115—Ebenzer, 136—Sister's Ferry, 143—Deuton's Ferry, 187—Dog Ferry, 212—Gray's Landing, 226—Williams' Ferry, 244—Augusta, 248.



### Distances from Augusta, Me., to Quebec, Lower Canada.

Sidney, 12; Waterville, 5-17; Fairfield, 4-21; Blomfield, 7-28; Norridgewick, 5-33; Anson, 11-41; Dead River, 20-64; Forks of Kennebec River, 15-79; Moose River, 21-103; Chaudiere River, 37-140; Quebec, 60-200.

### From Portsmouth, N. H., to the White Mountains, and Lancaster, on Connecticut River.

Piscataqua Bridge, 7; Dover, 5-12; Norway Plain, 11-23; Milton, 11-34; Lovell's Pond, 6-40; Ossipee Church, 11-51; Ossipee Lake, 8-59; Six Mile Pond, 8-67; Swift River, 7-74; Along Saco River to the Gap of the White Mountains, 27-101; Whippledale, 17-118; Lancaster, 7-125. Portsmouth is in Lat. 43° 9' N., Long. 70° 45' W.

### From Worcester, Mass., to Niagara Falls, via Albany, by land.

Leicester, 5; Spencer, 7-12; Brookfield, 7-19; Ware, 7-26; Belchertown, 9-35; Hadley, 10-45; Northampton, 1-46; Chesterfield, 11-57; Worthington, 6-63; Peru, 8-71; Dulton, 6-77; Pittsfield, 7-84; Hancock, 5-89; New Lebanon Springs, 2-91; Nassau, 8-99; Schodack, 12-111; Greenbush, 6-117; Albany, 1-118; Schenectady, 16-134; Amsterdam, 16-150; Coughnavaag, 11-161; Palatine, 12-173; East Canada Cr., 7-180; Little Falls, 7-187; Herkimer, 8-195; Frankfort, 6-201; Utra, 9-210; (Trenton Falls, 15, N.) New Hartford, 4-214; Manchester, 5-219; Vernon, 8-227; Oneida Castle, 5-239; Chittenango, 11-243; Manlius, (Square), 8-251; Onondaga Hollow, 10-261; Marcellus, 8-269; Skaneateles, 6-275; Auburn, 7-282; Cayuga, 8-290; Seneca Falls, 4-294; Geneva, 11-305; Canandaigua, 16-321; West Bloomsfield, 14-335; Anson, 11-346; Caledonia, 8-354; Leroy, 6-360; Batavia, 10-370; Pembroke, 14-384; Clarence, 8-392; Williamsville, 8-400; Buffalo, 10-410; Black Rock, 3-413; Tonawanta Cr., 8-421; Falls of Niagara, on the American side, 10-431.

### From Boston to New London, Connecticut, via Providence, R. I.

Roxbury, 2; Dedham, 8-10; Walpole, 10-20; Wrentham, 7-27; Pawtucket, 9-36; Providence, 4-40; Centreville, 11-51; West Greenwich, 2-53; Hopkinton, 15-68; Stonington, 11-79; New London, 17-96 miles. New London is located at the mouth of the River Thames, 3 miles from Long Island Sound, and has a safe and commodious harbor. This port has a large amount of tonnage, much of which is engaged in the coasting trade. The whaling and sealing business has recently been commenced at this place, with much spirit and success. 42 ms. S. E. of Hartford; 50 E. of New Haven; 49 W. of Newport, and 121 N. E. of New York. N. Lat. 41° 24', Long. 72° 9' W. Norwich, 13 miles north of New London, at the head of navigation on the Thames, affords an extensive water power, which is well improved, by its wealthy and industrious citizens, for various manufacturing operations. Both of these little cities are pleasant, and the latter exceedingly romantic in its appearance; the country around them is delightful, and highly cultivated; and such is the ease with which they are approached by steam-boats and good roads, that no section of the sea-board offers a more desirable residence; where polished society, and all the rational enjoyments of a large city, are presented, without its noise and bustle.

### From Lowell, Mass., to Burlington, Vt., via Concord, N. H., and the White Mountains.

Tyngsboro' Bridge, 7; Nashua, 8-15; Merrimack, 6-21; Piscataqua, 10-31; Amosket, 2-33; Hookset, 7-40; Concord, 8-45; Winnipisogee Bridge, 17-65; Union Bridge, 4-69; Guldford, 7-76; Centre Harbor, 13-89; Six Mile Pond, 24-113; Conway, 11-124; Bartlett, 10-134; Crawford's Farm, 7-141; Notch House, 6-147; White Mt. Notch, 2-149; E. A. Crawford's, 5-154; Littleton, 20-174; Montpelier, 40-214; Burlington, 38-252.

### From Providence to Albany, N. Y., via Springfield and Stockbridge, Mass.

Greenlee, 15; French River, Ct., 13-28; Woodstock, 4-32; Ashford, 6-38; Roaring River, 8-46; Somers, 11-57; Springfield, Mass., 9-66; Westfield, 8-74; Blandford, 10-84; Tyringham, 15-99; Stockbridge, 9-108; Concord, N. Y., 14-122; Union, 10-132; Greenbush, 8-140; Albany, 1-141. Ashford is 30 miles E. of Hartford.

### From New York to Washington, by land, via Philadelphia and Baltimore.

Newark, N. J., 9; Camden, 3-12; Springfield, 4-16; Scotch Plains, 6-22; Plainfield, 3-25; Somerville, 9-34; Raritan Bridge, 4-38; Old Rings, 12-50; Lambertsville, 6-56; New Hope, Penn., 1-57; Greenville, 5-62; Hatborough, 11-70; Abington, 4-77; Tacony Cr., 3-80; Milestone, 2-82; Rising Sun, 3-85; Philadelphia, 4-89; Schuylkill River, 1-93; Darby, 6-96; Chester, 8-104; Brandywine Cr., 13-117; Wilmington, Del., 1-118; Newport, 4-122; Christiana Cr., 10-132; Big Elk Cr., Md., 4-136; Elkton, 1-137; North E. River, 8-145; Susquehanna River, 7-152; Havre de Grace, 1-153; Hartford, 11-164; Great Gunpowder Falls, 6-170; Bird's Run, 3-173; Herring's Run, 8-181; Baltimore, 4-185; Geinn's Falls, 3-188; Patapsco River, 5-193; Patuxent River, E. Branch, 9-392; Patuxent River, W. Branch, 4-202; Faneville, 3-209; Bladensburg, 8-217; Washington, 6-225.

### From Albany to Niagara Falls, via Cherry Valley and Rochester.

Guilderland, 14; State Bridge, 12-23; Cherry Valley, 23-52; Little Lakes, 10-62; Bridgewater, 20-82; Madison, 14-96; Casenovia, 12-108; Manlius, 12-120; Syracuse, 7-127; Elbridge, 15-142; Weeds Port, 6-148; Montezuma, 2-157; Lyons, 17-174; Palmyra, 14-188; Pittsford, 15-213; Rochester, 8-211; Clarkson, 18-229; Oak Orchard, 22-251; Lewiston, 40-291; Niagara Falls, 7-288. Niagara Falls, Lat. 43° 13' N., Lon. 78° 55' W.

### From New York to Canandaigua, through New Jersey, and via Owego and Ithaca, N. Y.

Newark, 9; Chatham, 11-20; Morristown, 8-28; Newtown, 28-56; Alford, 20-76; Tafton, 22-98; Canaan, 15-113; Montrose, 34-147; Owego, 30-177; Ithaca, 29-206; Geneva, 45-251; Canandaigua, 16-267.

### From Whitehall, N. Y., to Montreal, L. C.

Ticonderoga, 24; Crown Point, 15-39; Basin Harbor, 12-51; Essex, 12-63; Split Rock, 2-65; Burlington, 13-77; Port Kent, 11-88; Pittsburg, 15-103; Chazy, 15-118; Rouse's Point, 12-130; Isle aux Noirs, 10-140; St. Johns, 14-154; Chambly, 12-166; Longuec, 13-179; Montreal, 2-181. Whitehall is 37 miles N. E. of Saratoga Springs.

### From Philadelphia to Squam Beach, via Mount Holly, N. J.

Camden, 1; Waterville, 5-6; Moorestown, 4-10; Mount Holly, 8-18; Julieton, 5-23; Hanover Furnace, 6-29; Tom's River Bridge, 20-49; Squam Beach, 9-58. Mount Holly is 21 miles S. W. of Trenton.

### From Philadelphia to Kingston, on the Hudson River, via Easton, on the Delaware.

Rising Sun, 4; Milestone, 3-7; Jenkintown, 4-11; Willowgrove, 3-14; Neshaminy Cr., 10-24; Doyleston, 2-26; Thicketon Cr., 10-36; Durham Cr., 10-46; Easton, 9-55; (25 miles to top of Schooley's Mountain); Hope, N. J., 19-74; Johnsonburg, 7-81; Newtown, 10-91; Hamburg, (on Walkill River), 12-103; Vernon, 7-110; Warwick, N. Y., 9-119; Florida, VII, 6-125; Goshen, 6-131; Montgomery, 9-140; New Paltz, 21-161; Springtown, 3-164; Roundout Cr., 5-169; Kingston, 8-177. Schooley's Mountain, N. J., is a fashionable resort in summer months; 45 miles W. by N. of New York.

### From Philadelphia to Pittsburg, by the Great Western Road.

Schuylkill River, 2; Buck Tavern, 8-10; Paoli Tavern, 10-20; Downingtown, 12-32; Sadsbury, 10-42; Paradise, 12-54; Lancaster, 10-64; Elizabethtown, 19-83; Middletown, 7-90; Harrisburg, 6-98; Carlisle, 18-116; Shippensburg, 20-136; Chambersburg, 11-147; Loudontown, 13-160; Juniata River, 22-182; Belford, 14-196; Shelsburg, 8-204; Summit of the Alleghany Mountain, 7-211; Stonyton, 12-223; Jennersville, 9-232; Ligonier, 10-242; Youngstown, 10-252; Greensburg, 10-262; Turtle Cr., 10-281; Wilkensburg, 5-286; Pittsburg, 8-294. Pittsburg is in N. Lat. 40° 32', and Lon. 80° 8' W.

### From Philadelphia to Port Carbon, via Reading, Port Clinton and Schuylkill Haven.

Germantown, 6; Norristown, 9-15; Phazanville, 13-28; Pottstown, 14-42; Unionville, 4-46; Birdsboro', 6-52; Reading, 10-63; Hamburg, 23-85; (near the Blue Ridge and Mountain Dam) Port Clinton, 4-89; Schuylkill Haven, 12-101; Pottsville, 5-106; Port Carbon, 2-108. Port Carbon is 69 miles N. E. of Harrisburg.

### From Philadelphia to Cape May, via Woodbury and Salem, N. J.

Camden, 1; Woodbury, 8-9; Swedesboro', 10-19; Woodstown, 6-25; Salem, 11-36; Bridgetown, 20-58; Melville, 13-69; Port Elizabeth, 8-77; Dennis, 13-90; Cape May, 17-107. Cape May is in Lat. 38° 50' N., Lon. 74° 37' W.

### From Baltimore to Reading, Pa., via York and Lancaster.

Govarstown, 4; Gunpowder Falls, W. Branch, 10-14; Gunpowder Falls, Main Branch, 9-23; Shrewsbury, 10-33; Cedarux Cr., 10-43; York, 4-47; Wrightsville, 11-53; Mount Pleasant, 5-63; Lancaster, 6-69; Euphrata, 14-83; Adamstown, 9-92; Reading, 10-102. Lancaster is a flourishing manufacturing city.

### From Baltimore to New York, by Steam-boats and Rail-roads.

Fort McHenry, (by steam-boat), 3; Sparrow's Point, 6-9; North Point, 4-13; Miller's Island, 8-21; Pool's Island, 8-29; Grove Point, 10-45; Turkey Point, 6-51; Fitch's Tavern, 13-64; New Castle, Del., (by rail-road), 16-50; Christiana Cr., Del., (by steam-boat), 5-85; Marcus Hook, Penn., 8-93; Chester, 4-97; Lancaster, 5-102; Fort Mifflin, 5-107; Philadelphia, 8-115; Burlington, N. J., (by steam-boat, up the Del.), 18-133; Bristol, Penn., 1-134; Bordentown, N. J., 9-133; Trenton, 6 ms. above it; Heightstown, (by rail-road), 14-157; Amboy, 20-177; New York, (by steam-boat), 23-200 miles. (The Camden and Amboy R. R. commences at Camden, opposite Philadelphia, and passes thro' Burlington and Bordentown.)

### From Washington to Dover, Del., via Annapolis, Md.

Bladensburg, 6; Patuxent River, 13-19; Annapolis, 11-30; across Chesapeake Bay, 9-39; Sharktown, 5-44; Queenstown, 8-52; Centreville, 6-58; Tucknha Cr., 10-68; Beartown, 4-72; Doerck, 17-89. From Dover to Philadelphia 76 miles.

### From Savannah, Ga., to Charleston, S. C., by land.

Beek's Ferry, over the Savannah River, 25; Fitch's, Echan Road, 19-44; Cassawhatchie, 4-48; Pocolatigo, 6-54; Salt-ketcher Church, 7-61; Thompson's Tavern, 9-70; Pompon, 11-81; Jackson Borough, 3-84; Hick's Tavern, 10-94; Green's Tavern, 10-104; Ashley River, 8-112; Charleston, 6-118. From Charleston to Augusta, Ga. by rail-road, 135 miles.













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